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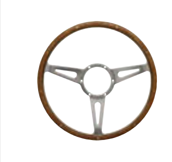
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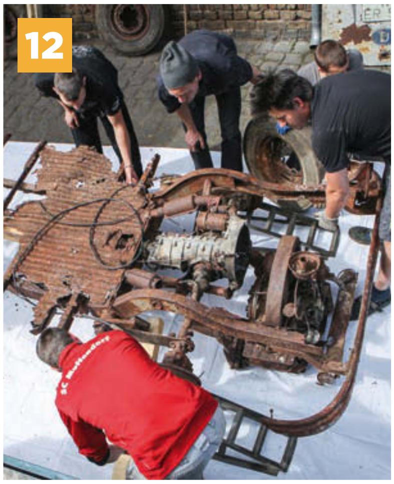

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VOLKS WORLD

Next month

The September 2017 issue of *VolksWorld* goes on sale
Friday 28 July

Don't miss it!

Editor Ian Cushway – volksworld.ed@kelsey.co.uk

Welcome to the mag

A bit like a moth to a flame, I am a sucker for scouting around parts placed on old bits of carpet. The problem is, I never take a list so I rarely get everything I need. Worse still, I usually get sidetracked while looking at stuff, don't buy it, then go home thinking, "Damn, I should have got that."

Fortunately, at Stonor Park I did manage to snaffle some autojumble bargains. Things started well when I picked up an as-new secondhand front bumper for my '68, still in its original packaging, for just £25. There was a matching rear bumper on the same stand, but, yes you've guessed it, I wrongly remembered mine was okay and passed it up.

My real regret, though, was not buying a set of new headlamps (£15 a pop). The chrome bezels on mine are shot, but on closer inspection on my return home the light reflectors are corroded too so I should have got them and swapped over the left-hand drive lenses.

I had more luck, however, with front indicators. Again, the chrome on mine is badly pitted so I was chuffed when I spotted some with white lenses and excellent chrome for a fiver – result. It will give my Bug a slightly Euro look, as will the single yellow-lensed Wipac fog light I picked up for a tenner. It's not a Hella or Bosch, but who cares because I think it looks cool.

My only other purchase was a fuel can; my dad had one exactly the same, so I had to buy it for nostalgia value. That was another tenner. My plan with that is to rub it down to get rid of all the rust, treat it, then paint it so it looks like new again.

With my autojumble exploits exhausted, I had time to look around some of the cars. Here, I usually start at one end of the showground, check out the vehicles in the display area, then take a quick wander around the carpark. This year concours manager Steve Neil's aim of representing all aspects of the scene seems to have paid off, because the mix was just right and the standard of cars was better than ever.

> "I usually get sidetracked... then go home thinking, "Damn I should have got that""

As for the rest of the show, you can see what cars we rated most in our report on pages 72-75. The big change for 2017 was the live music, which was well received, and an enlarged swapmeet/autojumble area. And thankfully, the Miss VW competition (which was always a bit cringeworthy), was replaced by concours award line-up at the end of the day, so all the show stopping cars were in one place. Apart from that, the lazy Sunday Stonor vibe remained undented. And that's why we love it.

Ian Cushway

Editor

Take a list of things to look out for so you don't miss out on that one-off bargain

These genuine US-spec Bus bumpers looked good value at £100-£150

Take your pick – and if your car's no longer on steelies, put them on your garage wall

If only I still had my Ghia… Incidentally, we've got a KG buying guide this issue on pages 79-85

What do you think?

Let us know what you'd like to see in the magazine – email volksworld.ed@kelsey.co.uk

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Show calendar

Make a date in your diary for these forthcoming shows both here and in mainland Europe

July

Bullis Verbinden
Date: 6-9 July 2017
Location: Soltau, Germany
Contact: www.bullis-verbinden.de

Bundle O'Dubz
Date: 7-9 July 2017
Location: South Woodham Ferrers, Essex
Contact: www.vwbod.co.uk

Coxwenn Club
Date: 9 July 2017
Location: Calais, France
Contact: coxwennclub62@hotmail.com

VolksPower
Date: 14-16 July 2017
Location: Redcar Rugby Club
Contact: www.volkspower.co.uk

Volks Weald
Date: 15-16 July 2017
Location: Penshurst Place, Kent
Contact: www.volksweald.co.uk

Dubs at the Castle
Date: 21-23 July 2017
Location: Caldicot Castle, Monmouthshire
Contact: www.dubsatthecastle.co.uk

Bug Jam
Date: 21-23 July 2017
Location: Santa Pod, Northants
Contact: www.bugjam.co.uk

Dub Odyssey
Date: 28-30 July 2017
Contact: www.dubodyssey.com

Dubtoberfest
Date: 28-30 July 2017
Location: Cheltenham Racecourse
Contact: www.dubtoberfest.co.uk

Kent VW Festival
Date: 28-31 July 2017
Location: Sandwich Showground, Kent
Contact: www.kentvwfestival.org.uk

Outcast Overnight
Date: 28-30 July 2017
Location: Fort Paull, nr Hull, East Yorkshire
Contact: outcastcchull@gmail.com

Camping at the Castle
Date: 28-30 July 2017
Location: Eastnor Castle, Ledbury, Herefordshire
Contact: www.volksworldshows.com

ROTHFINK
INDUSTRIES
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Photo: Julian Hunt

August

VW Whitenoise Festival
Date: 3-6 Aug 2017
Location: Euston Park Estate, Suffolk
Contact: www.vwwhitenoise.com

Bug Run Classic
Date: 4-5 Aug 2017
Location: Tierp Arena
Uppsala County, Sweden
Contact: www.bugrun.com/bugrunclassic

Le Bug Show
Date: 5-6 Aug 2017
Location: Spa Francorchamps, Belgium
Contact: www.vwbugshow.be

Tatton Park
Date: 6 Aug 2017
Location: Tatton Park, Knutsford, Cheshire
Contact: www.vwnw.co.uk

Dub Vacation
Date: 7-13 Aug 2017
Location: Stonham Barns, Suffolk
Contact: www.dubvacation.com

Blackpool Breeze
Date: 11-13 Aug 2017
Location: Blackpool
Contact: www.blackpoolbreeze.co.uk

VW Festival
Date: 11-13 Aug 2017
Location: Harewood House, Leeds
Contact: www.vwfestival.co.uk

V-Dub Island
Date: 11-13 Aug 2017
Location: Newport, Isle of Wight
Contact: www.v-dubisland.com

Let's Bug Together
Date: 12-20 Aug 2017
Location: Lesce Bled, Slovenia
Contact: www.lets-bug-together.com

Endless Summer
Date: 13 Aug 2017
Location: Basingstoke, Hants
Contact: facebook.com/endlesssummervwshow

Viva Skeg Vegas
Date: 18-20 Aug 2017
Location: Revesby, Lincs
Contact: www.vivaskegvegasvw.co.uk

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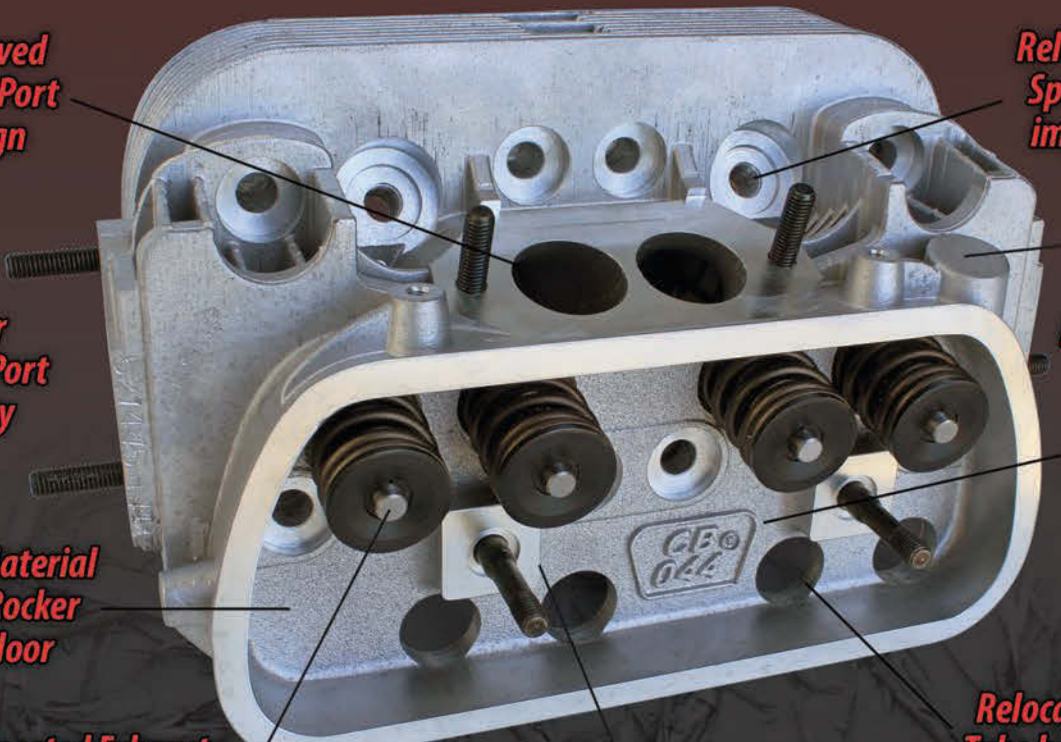
044 HI-VELOCITY CYLINDER HEADS



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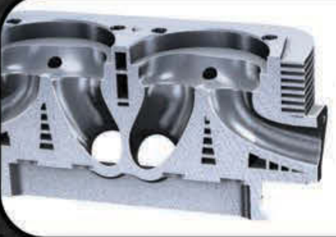

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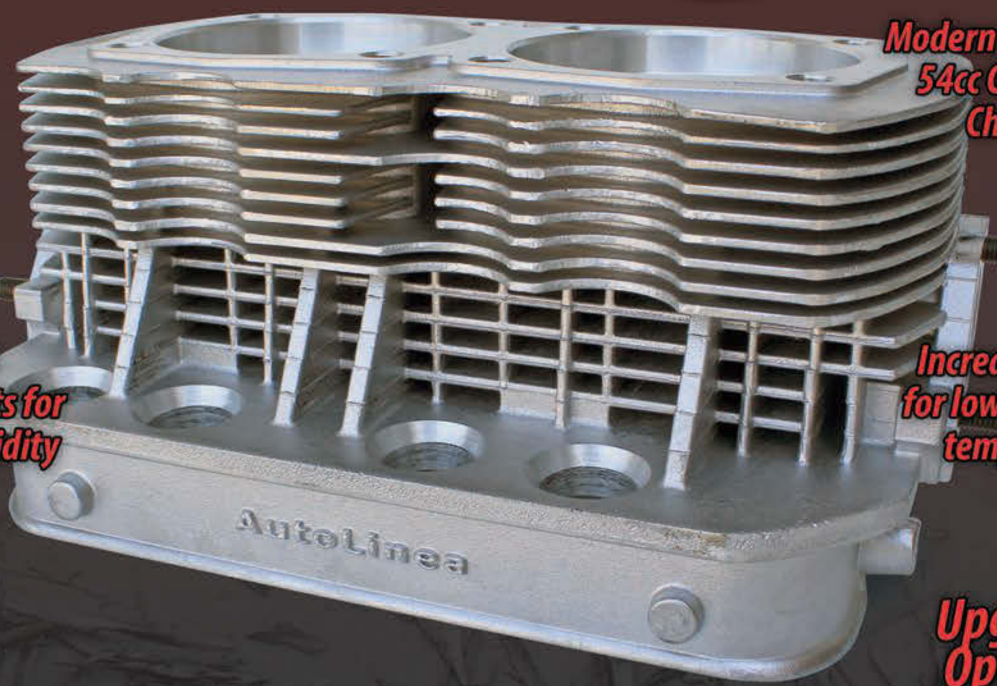

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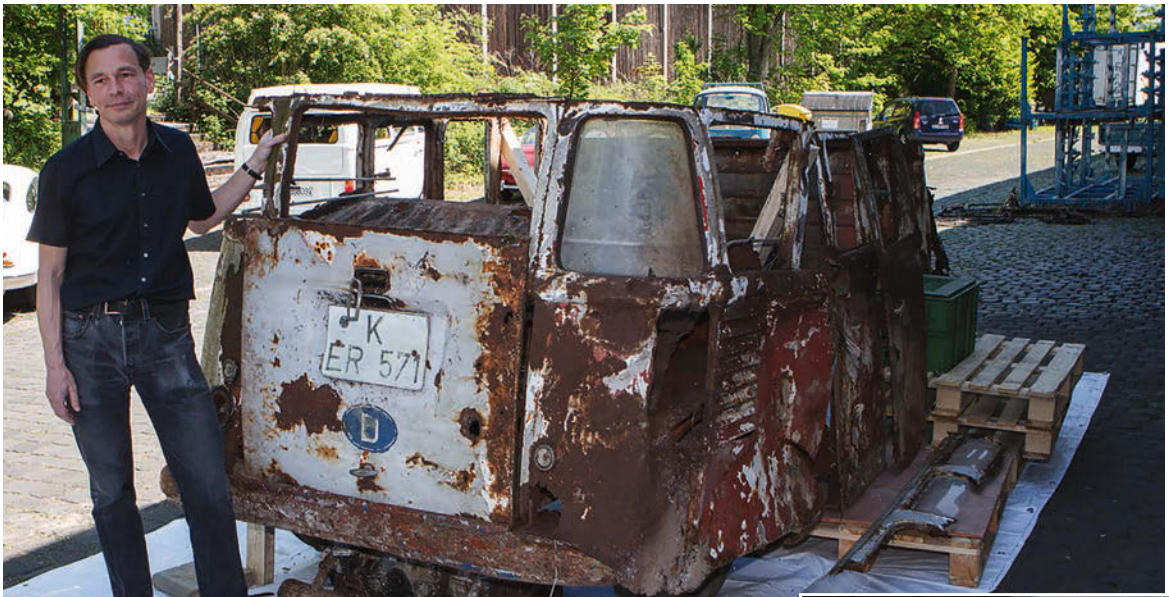
Early Samba discovered

The historic VW world has been buzzing following the discovery of one of the very earliest Deluxe Buses in Germany



< ∨ Florian plans to restore the Bus using as many of the surviving components as possible in the rusty state they were discovered. He's promised us it will be at The *VolksWorld* Show, but he didn't say which year!

Photos: Julian Hunt

Barnfinds always create excitement. But when the barn is actually an overgrown bush on a piece of open land and the vehicle is possibly the second oldest surviving original Samba, things suddenly become a lot more interesting.

The discovery was made a few weeks ago in the Eifel, a small mountain range a stone's throw from the famous Nürburgring in Germany. The piece of land in question had just changed hands, with the new owner dismayed to find the abandoned vehicle, or what's left of it, hidden in foliage where it had laid, apparently, since the early 1960s.

But here's the important bit. This isn't just any old Samba. Judging by the ID plate, it was built on 27 August 1951, making it the third oldest surviving 'original' factory Samba in the world, or the second if you discount the one carrying the ID immediately preceding it which was converted into a Samba at a later date.

The ultra rare Bus is now the property of Florian Kalff, proprietor of parts business Gutsche GmbH VW-Entfallteiledienst (www.entfallteiledienst.de) near Bonn, who filled us in with some of the details about its initial discovery. "The new landowner wasn't very happy when he stumbled upon the remains of the Samba because strict environmental regulations in Germany makes disposing of objects such as this quite difficult," he explained. "However, a friend of his owned a '59 Bus, so he asked him if he would be interested in it for spares. He was a customer of ours, so he called me up with the ID number to find out a bit more. My contacts, Björn Schewe and Eckberth von Witzleben, accessed the Wolfsburg database who excitedly reported that it was a '51."

Florian's customer did a deal with the landowner and subsequently sold the Bus on to Florian, with some parts for his '59 Fire Bus changing hands in the process.

Sambas from the first year of production (1951) represent the Holy Grail among VW enthusiasts. Production only started in June that year and by December just 269 had been made. None of the examples manufactured during this period were offered for general sale; instead they were used as promotional vehicles or reserved for special customers. The official sale of Sambas only began in January 1952. Of the Sambas made in 1951, just five are known to survive worldwide.

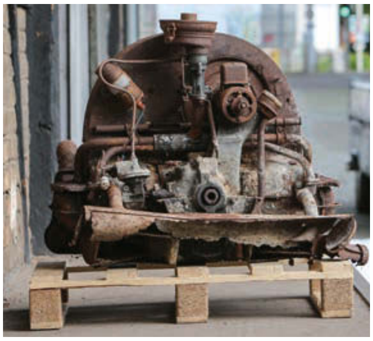
> “we want to preserve as much as possible, not make a 'brand new' Bus”

Florian's Bus was delivered to Autohaus Fleischauer in Cologne, presumably as a promotional vehicle. Fleischauer was one of the biggest VW dealerships in the Cologne area at the time and are still in existence today. Miraculously, Florian's managed

Got a story?
Tell us by emailing volksworld.ed@kelsey.co.uk

Florian Kalff retrieved the remains of the early Samba in his twin '79 Bay Pick-Ups, delivering everything to his warehouse in Bonn. The customer who sold it to him was originally going to break the Bus for spares and put the rest on display on his garage wall

Found in a meadow close to the Nürburgring, the landowner gave the Bus away for free – on the condition that everything had to be taken away. Unsurprisingly, the bodywork itself is in pretty awful condition

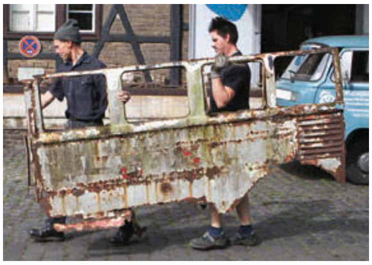


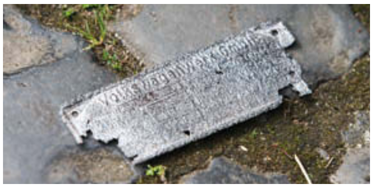
The engine was still in situ and full of oil. It's very rusty, though, but hopefully not beyond a rebuild

It was a team effort saving the Bus, obviously. Incidentally, Florian already has plans to reproduce the early Samba windscreen rubbers

The job of dismantling and sorting through the pieces has already begun. The vast majority of the running gear will be replaced

The unmistakable side profile of an early Bus, or what's left of it





And this is the ID plate that dates the vehicle to August 1951

Now, where's that 1951 wiring diagram?

Florian's team lie all the bits out and no doubt get a fright when they realise how much there is to do

And to cap it all...

The Samba was delivered to a VW dealer in Cologne originally. A former employee remembers its arrival and shows Florian the photos to prove it

to make contact with a former employee who remembers the Samba when it first arrived. "He's retired now, of course, but still loves VWs so I invited him over to see the Samba. He turned up in a 356 and incredibly had some pictures of the Bus when it was new – but sadly they're all copyright so we're not sure if we can reproduce them right now."

Close examination of the various bits of rusty metal retrieved from the undergrowth has revealed that it has been retro-fitted with flashing indicators, a modification necessary to pass the German equivalent of the MoT test (TüV) which first became law in 1961. However, the fact that there is no TüV stamp on the number plate suggests that it wasn't actually submitted for the test and that it left the road just prior to its implementation. Its whereabouts between 1951-1961 remains unknown.

So what are the plans for this very early survivor? According to Florian, the restoration has already got underway but it's likely to be a slow and delicate process. "We're currently trying to remove the front brake drums which is proving particularly difficult. We've got the original engine, gearbox, front axle and Barndoor decklid, but the rest of the bodywork is in very rusty condition. By the time we're finished there will be 90% new construction. We'll keep the original panels 'as found' – we want to preserve as much as possible, not make a 'brand new' Bus."

We'll keep you posted. Meanwhile, you can remain updated on its progress on www.samba.vewib.de

Bug Jam 31: 21-23 July 2017, Santa Pod Raceway

Photo: Julian Hunt

Satisfy your desire for the smell of burning rubber – get along to Bug Jam and get involved

Bug Jam is back for its 31st year with a line up that's bigger and better than ever, including drag racing, a Run What Ya Brung, show and shine, rust and rat, stunt displays, live music, comedy, trade village, autojumble and much more. Indeed, the weekend promises to delight and surprise with a vibrant jam-packed schedule. All Volkswagens are welcome.

As usual Santa Pod's infamous ¼ mile takes centre stage hosting an array of drag racing classes for those after a bit of high-octane performance; featuring the mammoth VWDRC, nitro burning European Funny Cars and supercharged Street Eliminators. But if that's not fast enough, Martin Hill will be piloting the world record breaking FireForce 3 Jet Funny Car and FireForce 5 Jet dragster. Joining him will be Julian Webb in the Split Second Jet Dragster and Oklahoma Willy – The Jet Bus. Blink and you'll miss them.

If you want a share of track action, you can enter the Run What Ya Brung competition where you can put your VW through its paces. Sign on for just £20 on Friday and £15 on Saturday for unlimited runs on the strip. All you need is your driving licence.

The VW celebrations continue off track as Saturday's show paddock pays homage to some of the finest VW's around in the Autoglym show and shine competition. However, if you lust for rust or are partial to patina then Sunday's VW rust and rat competition in the show paddock is one for you. That's not forgetting the five music arenas across the weekend with a full line-up of live music and DJs. For those of you who yearn for more nail-biting entertainment, the Live Action Arena won't disappoint. Cool Flo will be bringing their team of Pro riders with BMX demos and breath-taking displays that guarantee to have you on the edge of your seat. Their ramps will be open to the public over the weekend. Two 5-tonne Monster Trucks, Podzilla and Swamp Thing, will be roaring round their enclosure delighting kids and adults alike with an awesome power jumping, crushing show, smashing anything and everything in their path. Accompanying these beasts, Red Dragon will be giving Monster Truck rides for those brave enough!

To book now or to see the full line up visit www.bugjam.co.uk or call 01234 782828.

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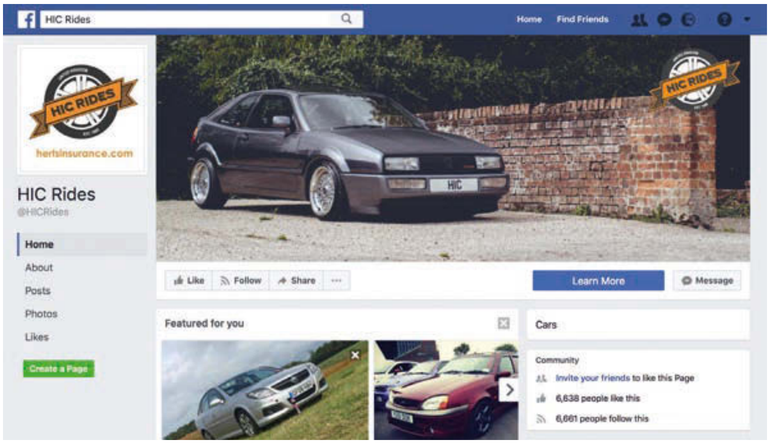

REMEMBER THIS?

10 years ago in *VolksWorld*...

In August 2007 we featured Japan's most famous VW, namely a chopped Beetle belonging to the proprietor of Flat 4 and world famous EMPI collector Takeshi Komori. He had owned the car since 1974 and started modifying it a full year before the term Cal Look was coined in *Hot VWs*. It was quite a machine and a bit of mongrel at that, with a '69 swing axle chassis, a '60 body and a donor roof section from a '52 Split. It sat on the firm's chromed BRM alloys and was pushed along by a Type 1 stroker engine with a Porsche fan. A man ahead of his time for sure.

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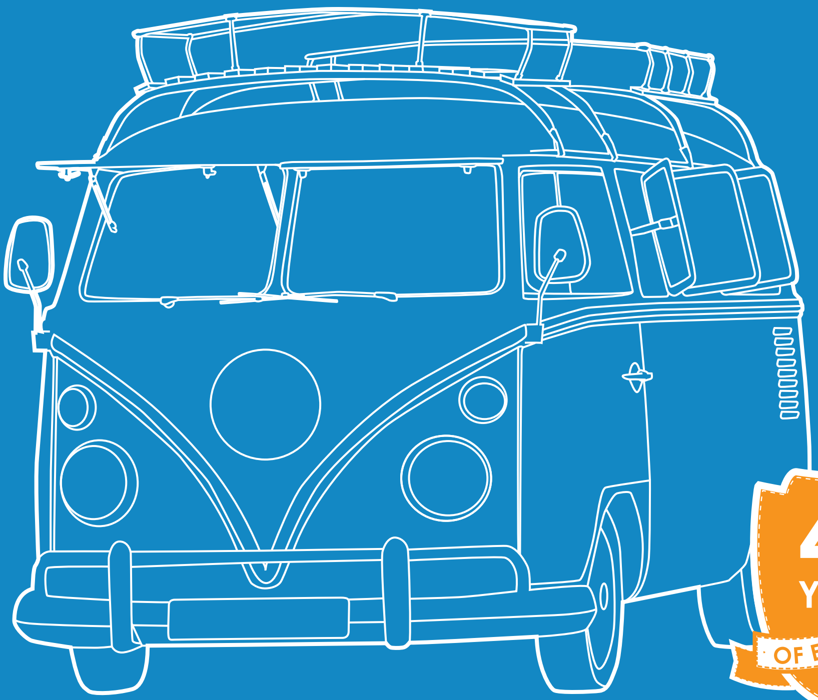


STARTER MOTOR

Email your news, thoughts, opinions and products to VolksWorld.ed@kelsey.co.uk

Latest Stuff

SITTING COMFORTABLY?

From: **www.justkampers.com**
Price: **£42.50-£94**

Just Kampers are now offering a whole range of replacement seat padding for your Beetle. Each one is made to the correct original dimensions, using the same 'horse hair' technique – but worry not, as with the originals, the 'horse hair' is actually coconut fibres. These will be a relatively simple replacement, especially if you're treating yourself to new seat covers as well.

POLISHED ACT

From: **www.tikidetails.co.uk**
Price: **£12**

TIKI DETAILS
ULTRA

If you get to a show and realise your car's picked up a film of grime en route, or you want to give your vehicle a quick spruce up, then Tiki Detail's Ultra spray will get it sparkling again in no time. It cleans, refreshes, shines and protects in one and being an eco-friendly product, it doesn't contain any horrible chemicals. Its unique formula is made up of a blend of surfactants, polymers, carnauba and the latest Nano technology waxes. In other words, it's brilliant at giving that 'just waxed' look in minutes. We tried it for ourselves and it really does do all of the above.

PUT YOUR FOOT IN IT

From: **www.piloti.uk.com**
Price: **£158 (Circuit), £385 (Ligne)**

If you're the fortunate owner of a nice vintage Bug with some period performance modifications, then you'll need the appropriate footware to drive it. Inspired by the era of gentleman racers, the luxurious Ligne boot is handcrafted in Italy in subtly distressed Italian leather, and features an ankle strap with an embossed 24 Hours of Le Mans logo and woven French flag. Meanwhile, the low cut Piloti Circuit Le Mans limited edition driving shoe takes its cue from vintage performance racing cars, featuring a race stripe in French national colours and inspired by classic racing liveries.

WHEEL NICE

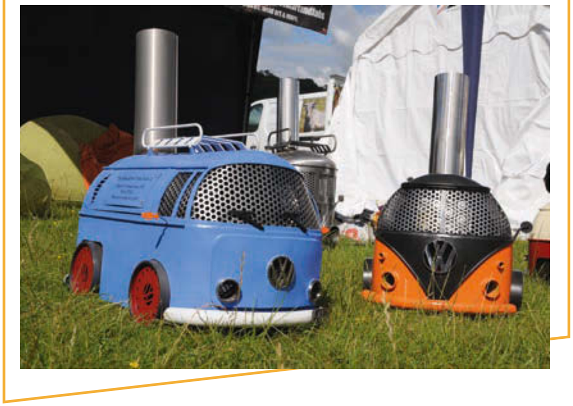
From: **www.aircooledaccessories.com**
Price: **£500**

Nothing will look quite as elegant inside as one of these early steering wheels, as fitted to Split Screen Barndoor Buses. The very definition of understatement, they are now available to fit all models, including Early Bays, Late Bays, Beetles and the Type 3.

FIRE UP THE BUS!

From: **www.metalartandfabrications.co.uk**
Price: **from £399**

It's BBQ time at last and these VW inspired logburners/BBQs are likely to prove the ultimate talking point as you sip your prosecco. They're made in Cornwall and are available in a variety of designs. They can even be fully customised to resemble your own Bus! The metre long BBQ, based on a decommissioned 47kg Propane cylinder with a stainless steel cooking grill is particularly impressive.



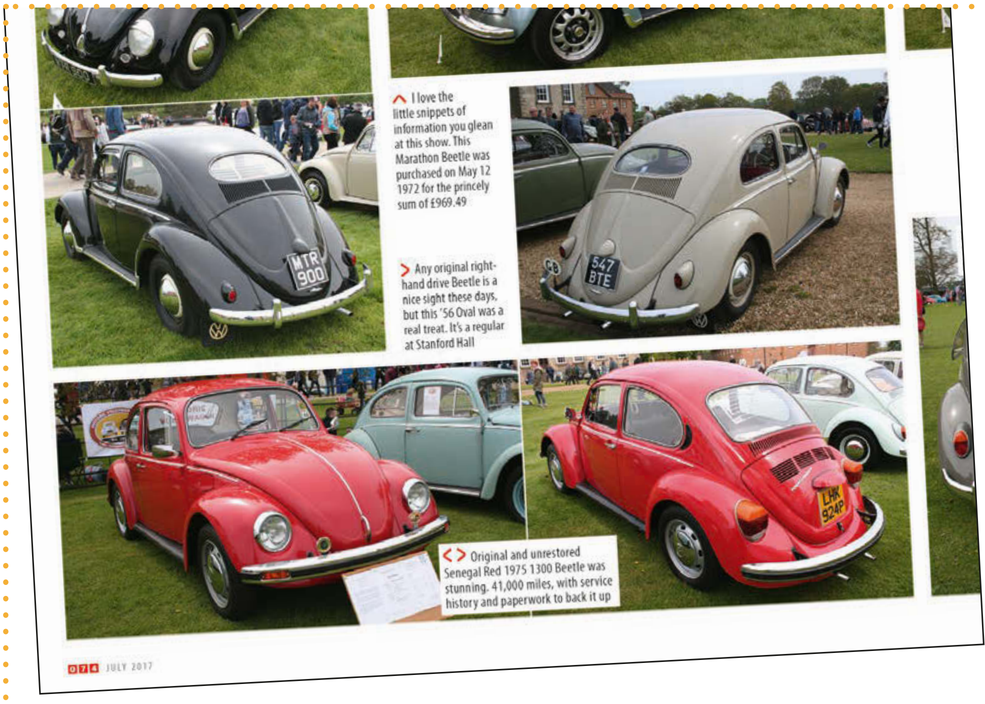
LOVE YOUR LOOMS...

From: **www.vwlooms.com**
Price: **from £75**

It's all too easy to overlook the importance of a new wiring loom during a restoration. Which is why we were particularly impressed with the complete loom packages offered by VW Looms. They make looms for most models, in LHD, RHD, Euro and US-spec – and if they don't have the correct pattern for your vehicle and you have the original loom, they will do you a 50% deal so you can get a replacement made. Best of all, they're made up by VW enthusiasts, come properly colour coded and as well as all the connections being crimped, they're soldered too.

VWLOOMS.COM

Your shout


^ I love the little snippets of information you glean at this show. This Marathon Beetle was purchased on May 12 1972 for the princely sum of £969.49

> Any original right-hand drive Beetle is a nice sight these days, but this '56 Oval was a real treat. It's a regular at Stanford Hall

<> Original and unrestored Senegal Red 1975 1300 Beetle was stunning. 41,000 miles, with service history and paperwork to back it up

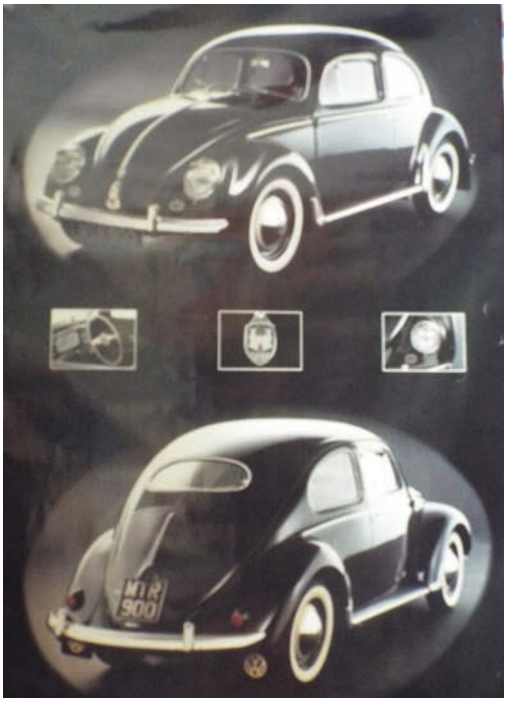
074 JULY 2017

Like father, like son

We just wanted to drop you a line to say how pleased we were to see my son's red '75 Beetle featured in your Stanford Hall report by Cathal O'Toole (July 2017). It's great that you felt his original little car was worthy amongst all the concours and show cars there. LHK 924P is a true low mileage survivor and we still keep in contact with its original owner here on the Isle of Wight. It was nice for me personally to be able to return to Stanford Hall with my son and his Beetle after I originally attended the show with my Beetle in the early 1980s. Many thanks and keep up the good work with the magazine.

John and Chris Wilkinson, via email

I've still got that



I enjoyed reading Cathal O'Toole's Stanford Hall show report and seeing his selection of photos. On page 74 he has photographed a 1972 Marathon Beetle and commented on the original price being £949.49. This is a well-known car; it was originally owned by Vic Kaye and was often a show regular from the 1980s through until the late 2000s. Vic and Ted Goodliffe were both founder members of The Marathon Beetle Register. Vic sold his Beetle to the present owners a couple of years ago and they continue to look after it as Vic did for all those years, so it's gone to a good home.

Cathal also photographed a black Oval Beetle, registration number MTR 900, and asks, "Were you one of the thousands of teenagers with a poster of this Oval Beetle on your wall in the '90s?" My answer to that is, "Yes, and I still have it." Although it is now looking slightly faded and rough around the edges!

Grant Mackay-Howard, via email

REMEMBER THIS?

20 years ago in *VolksWorld*...

Wearing it well? Two decades ago, we offered a whole host of *VolksWorld* branded gifts, including watches, polo shirts, baseball caps and mugs. Heck, there was even a record bag for all your vinyl. To be brutally honest, all this stuff was fun back then but looks just a bit naff today. Okay, a lot naff. No prizes for spotting a youthful Mike Pye top left in the white T-shirt. If there's an item of merchandise that you think would look great with our logo on it, let us know and we'll see what we can do. As long as there's no likelihood of it looking at all cheesy.

Giant slayers

Mad, brave or a bit of both? When the Just Kampers team decided to tackle the infamous Mille Miglia in a 1956 Beetle, no one knew how it would turn out. Well, they completed it! Josh Reynolds was in the passenger seat to report on their epic challenge

Photos: Josh Reynolds

876 UXC
429
1000 MIGLIA
MARSHAL
MIGLIA

The square in Padova was the venue for the start on day two. The area was packed full of beautiful, exotic vehicles and thousands of spectators, despite the early hour. As with everywhere the Mille Miglia passed, the atmosphere was amazing and the locals were incredibly supportive

The Mille Miglia is a gruelling historic rally that takes place annually in Italy. It starts from Brescia in the north, heads down the eastern side of the country to Rome, then journeys back up the western side to Brescia again. This 1,000-plus mile route has to be tackled in just four days, each of which can include up to 18 hours behind the wheel.

JK's MD Mark Reynolds saw the race while cruising around Italy in a VW Beetle and promised that he'd take part himself one day. That was before establishing JK and having a family, and both have kept him fairly busy since then, to put it lightly. "This year it's my 50th, so I decided that it was a case of now or never when it came to fulfilling my Mille Miglia dreams," explains Mark.

Race ready

In order to qualify for the Mille Miglia, first he would need to find a suitable car. That car had to fulfil a number of strict criteria, the first being that it had to be built before 1957. Having spent most of his life in, under and around classic VWs, an early Beetle seemed like the obvious choice and as luck would have it, a gorgeous 1956 Beryl Green Bug rolled into the 2016 JK Open Day with a 'for sale' sign in the window. Needless to say, seeing it's potential as a future race car, Mark snapped it up.

The Beetle took up full-time residence in the middle of JK's on-site workshop, and the Team set about getting it 'race ready'. There wasn't really anything major to do with the Beetle, but there was a huge list of little bits that needed to be fixed, replaced or installed.

> "This year it's my 50th, so I decided that it was a case of now or never when it came to fulfilling my Mille Miglia dreams"

Among the things that were added to the Beetle to get it ready for the Mille Miglia were an overhead storage net (which proved surprisingly useful), a pair of extra-bright running lights, a Brantz

Mille Miglia 2017
BRESCIA ROMA BRESCIA
18-21 MAGGIO | MAY

When they arrived at the start in Brescia, the main hanger was only half full – JK had arranged to get the Beetle put through scrutineering on Tuesday, a day ahead of most of the other competitors

Before the JK Race Team set out on the first day, they met up with other race teams. This was the last proper lunch for Mark and Josh as they'd usually find themselves eating while on the move

The second full day ended in the beautiful Villa Borghese in Rome. Crowds had been gathering all day with flags and banners, ready to welcome the competitors into the Eternal City. Sadly, the whole crowd scattered as soon as a massive storm broke overhead. This photo doesn't really do the conditions justice – none of the JK Race Team had seen anything like it. The roads were flooded, no one could hear each other speak over the sound of the rain and thunder, and Jack lost his passenger-side wiper arm (which Josh now has framed)

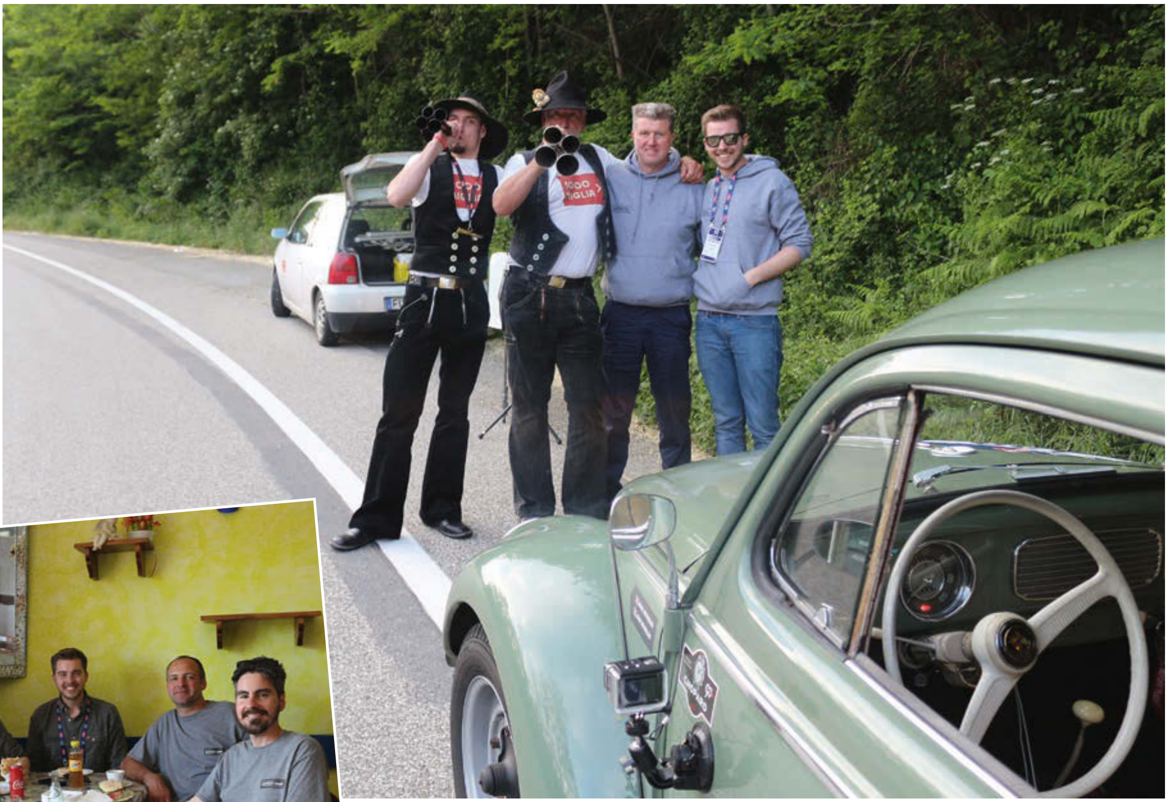
speed gauge and an Okrasa engine. It's a replica of a famous race engine from the 1950s that they bought from their friend Bob at BBT.

"Since we didn't want to be responsible for blowing up a historic engine, we had a replica made and fitted that to the Beetle," explains Mark. "When running it in, we realised that the new Okrasa engine was really, really fast and as we started to test out its limits, we got more and more confident that we'd be able to hold our own against some of the super-expensive, super-fast vintage sports cars we'd be up against during the rally. It was at this point that the Beetle earned its new name: Jack the Giant Slayer," he continues.

Rise of the underdog

When the start of the event finally came around, Jack really did look like the underdog. He started right near the back, in place 429 of 460. Out ahead of him

The Jag in front at the start didn't stick around, but they caught it up later that day. At the start of each stage they were handed a time card which they had to get stamped at various points around the route, with penalties for any they missed. They only missed one, and that was because Mark was busy chasing and then overtaking a Porsche 356 Spyder and didn't hear Josh tell him to turn off



The guys with the horns were a real highlight for Mark and Josh, who burst out laughing every time they saw the duo. They'd travelled over to Italy from Germany, and were following the Mille Miglia route. They parked up at intervals and 'serenaded' the competitors with horns and cheers whenever they passed

Over the four days they travelled together, Mark, Josh, Pete, Steve and Alex only managed to eat together once. On the third day of the Mille Miglia, Jack was so far ahead of schedule that the team had to stop for almost an hour to avoid a penalty

The Mille Miglia took Mark, Josh and Jack through a whole series of beautiful towns and villages, through stunning countryside, up mountains and down the ancient streets of medieval villages

^ Every night the JK Support Team would give the Beetle a thorough check over to make sure everything was okay, the work usually taking place between midnight and 2am, leaving very little time for sleep!

Mille Miglia 2017
BRESCIA
ROMA
BRESCIA
18-21
MAGGIO | MAY

were some of the most infamously fast vintage sports cars ever, crewed by professional race teams with several previous Mille Miglias under their belts.

This didn't put off the newly formed JK Race Team in the slightest. They had a lot of confidence in Jack, and knew that everyone else was probably underestimating his ability.

Mark and his son, Josh, managed to guide Jack through towns, cities, medieval villages and botanical gardens. They sped down the autostrade, over mountain passes and through the very heart of 'the Eternal City'.

Said Mark: "We were really flying, reaching well past 120km for a lot of time. It was as if the Beetle had been waiting its whole life for this moment. I reckon it could have gone even faster, but I didn't want to push it too hard and blow up the engine!"

During the Mille Miglia, competitors and their cars are essentially exempt from the normal road laws along the route, as long as you aren't being a complete idiot about it. This gave Jack the opportunity to slay plenty of giants, as he overtook dozens of incredible race cars over the four-day event.

No trouble

All 1,169 miles passed without any major issues, although they did lose a windscreen wiper in a huge storm in Rome. Before setting out from JK HQ in Hampshire, the JK Race Team had filled their VW T6 support van up with enough spares, tools and equipment to repair any mechanical issue that might pop up to ensure that they could finish the race. In the end, they only used a small amount of grease and a half dozen cable ties (which they used to keep the quarterlight windows open – it was really hot out there).

The JK Support Team, which consisted of Pete Dempsey, Steve Gosling and Alex Noel – who head up Product Development, Marketing and Trade Sales at JK – followed along behind the Beetle for every step of the way. They had almost as much fun as Mark and Josh, tearing around Italy with the other support vehicles and helping to repair some of the historic racers that had broken down along the way.

Each day saw them driving for around 18 hours, without any real time to sleep, eat or stretch their legs. The team mostly ran on adrenaline, bottled water and snack bars for the duration, and were exhausted by the time they crossed the finish line.

When they did finish, though, it was in 223rd place. The plucky little Beetle and its crew of first timers had managed to climb over 200 places and finish in the top 50% of teams.

An amazing achievement, we'd say – well done guys!

> " It was as if the Beetle had been waiting its whole life for this moment "

^ Every town and village seemed to have its own classic car club with their vehicles on display by the roadside. One of the villages towards the end of the Mille Miglia even had a display of classic tractors. Cool or what?

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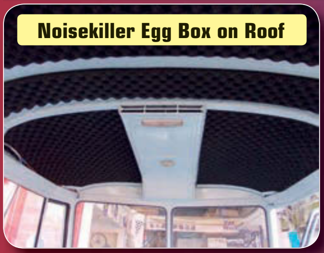

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Turbocharger for 1.6TD Vans with JX Engine code.

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Engine Tinware Set - Black

Black: **017VG0340** / Chrome: **017VG0360**

Also available in chrome

Engine Tinware Set, finished in Black for all twinport Engines for Beetles and Vans 1970 on.

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Original style Washer Bottle, Cap and Hose that powers the Washer System from pressure from the spare wheel.

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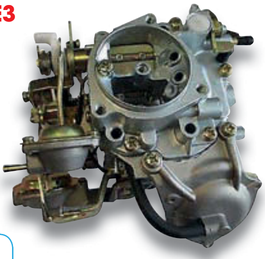
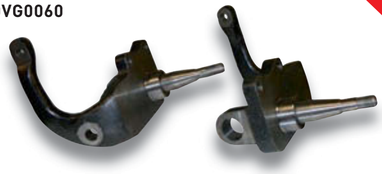


OUR PRICE £270.00

Stub Axle Lowering Set - 2 Inches

420VG0060

Nice low price!



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Alternator - 75 Amp

903VG0110 (Conversion Kit: **904VG0520**)

Also available as a Conversion Kit

Later version of Alternator for 75amp set-up. Suitable for all Beetles, Karmann Ghia and Vans as fitted.

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KIT PRICE £190.80

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STARTER MOTOR

News from Camping at the Castle

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MID SUMMER FUN – KIDS GO FREE!

Why don't you pack up the camper, belt up the kids, squeeze in the dog and head for Camping at the Castle this summer.

The event takes place over the weekend of 28th-30th July at historic Eastnor Castle in Herefordshire, arguably the most picturesque location on the show calendar. With loads of traditional fun for the whole family it will be a weekend to remember. Check out volksworldshows.com for the latest news.

Boogie All Night

The Soul Train and the Nutty Boys lead a host of entertainment at this year's show. Main stage fun starts early evening on both Friday and Saturday night and goes on 'til late. Don't fancy the big stage then head for the beer tent where S&T will be doing a mixture of rock, soul, blues, country, funk and punk. Why not request your favourite song. Don't forget it is the Camper&Bus lip sync battle on Saturday night , enter on the day, prizes for everybody that takes part.

Show 'n' Shine, Rust 'n' Prime

All advance entries get a free day ticket, goody bag and the chance of winning some great prizes.

Enter by emailing adrian.vaughan@kelsey.co.uk or check out the website.

Soapbox Challenge

After the success of last year, the Soapbox Derby returns for 2017. With a new course and extra challenges, the Eastnor Castle all action Soapbox Derby is sure to be one of the highlights of the weekend. We encourage as many of you as possible to build a racer and take part on the day! Maybe grab some mates and build the ride to beat all others?

No need to worry about time, some of the best entries last year were built in a weekend! Before you start building your trusty steed, check out the details on our website. Let battle commence!

SAVE MONEY WHEN YOU ORDER TICKETS IN ADVANCE

Buy an advance weekend ticket before the 1st July 2017 and save yourself some cash, plus get a free show t-shirt and show guide.

An advance weekend ticket includes camping and costs just £39 pp when purchased in advance. Remember kids are free so make sure you bring the whole family.

Camping at the Castle
28-30 JULY 2017
Eastnor

T4-T6 TRANSPORTERS

We love to see a well presented water cooled Transporter and they are more than welcome at the show. Making a return from last year's success are our special show 'n' shine categories for late model water coolers. Plus we have added a best in camping field trophy this year for those of you that like to chill at the show. Make sure you let us know what you are bringing in advance, we'd love to hear from you!

Show shorts

■ TRADERS & SWAPMEET

The trade field is fully booked, so why not spend the afternoon browsing and maybe purchasing that much needed part, piece of merchandise or article of clothing. You never know you might pick up a real bargain.

■ FOOD & DRINK

We know you like to keep yourselves fed and watered at the show, so a good selection of catering units and a well stocked bar will be on hand to keep your energy levels up all weekend.

■ CARPOOL KARAOKE

That's right we are going to do our very own carpool karaoke in 2017, car and music supplied, all you need to do is turn up, book your song and sing along. We will be recording everything with the best videos being played in the bar on Saturday night.

■ FOUR-LEGGED FUN

Best dressed, cutest pooch, dog/owner lookalike competitions and a canine obstacle course plus doggy sprint racing makes this a doggy-friendly weekend, so bring your four-legged friend! They just might win one of the coveted C&B rosettes!

■ DON'T FORGET THE KIDS

Van Man leads the fun in the kids' zone, with soft play and arts and crafts.

Advance tickets can be purchased now at discounted prices at www.volksworldshows.com

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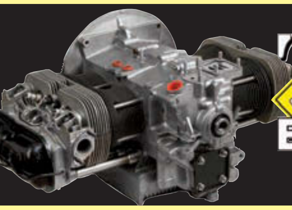
SILVER ENGINE *DIY PRICE: £849*

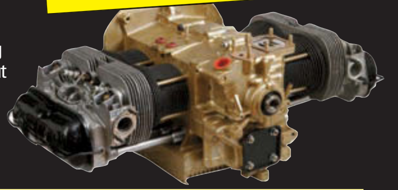
Our basic engine: reground crank, new main, big end/small end and cam brgs; **new** valves, springs, barrels, rings, pistons, oil pump, plugs, seals and gaskets. Crack-tested heads and crankcase; refaced flywheel and seats.



GOLD ENGINE

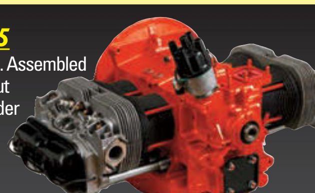
This engine features everything offered by the 'Silver' engine but with the addition of brand new cylinder heads, making this a nearly new engine.

DIY PRICE: £1025



BIG BORE RED ENGINE *DIY PRICE: £1125*

These are high-performance alternatives, built to 1641cc. Assembled with the same new components as the 'Silver' engine, but fitted with big bore barrels and pistons, brand new cylinder heads **and** a new 009 distributor. Built to run on unleaded fuel. Exchangeable for 1300 or 1600cc.

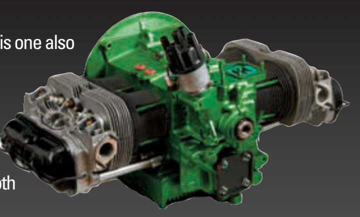


GREEN ENGINE *DIY PRICE: £1075*

The same specification as the 'Gold' engine but this one also has a 009 distributor fitted.

SUPER GREEN PLUS *DIY: £1,449*

Not only benefits from the 009 distributor, but also features a brand new crankcase. This must be the ultimate 'standard' replacement engine. Both Green engines run on unleaded fuel.



BIG BORE PLUS

As above, but built with a brand new crankcase.

DIY PRICE: £1,499

BIG BORE SUPER STREET

Same specification as the 'Big Bore', but fitted with a fast road camshaft.

DIY PRICE: £1,225

BIG BORE SUPER STREET PLUS

Built to the same specification as the 'Super Street' engine, but fitted with a brand new crank case.

NEW!

DIY PRICE: £1,599

We can arrange delivery / collection of all engines to / from UK mainland. £40 each way.

BIG BORE THURROCK ENGINES (1776cc/1835cc/1914cc)

Built for performance in three engine sizes to suit your pocket. Please enquire for specification details of these engines.

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1835cc	from	***DIY PRICE £1,845***
1914cc	from	***DIY PRICE £1,885***

1384cc BIG BORE for 1200cc

Your old 1200 bored out to 1384cc, which makes it go "rather well" and no need to upgrade your ancillaries. (1200s had shorter barrels than 1300 and over – hence traditional difficulty in fitting larger engine sizes to these cars.)

DIY PRICE: £975

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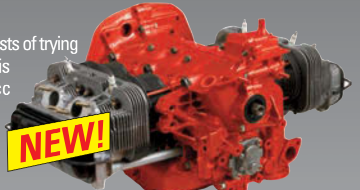

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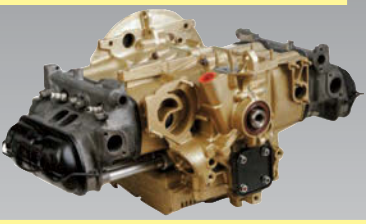

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Worst of both worlds?

The 914 was the under-appreciated offspring of Volkswagen and Porsche's late-1960s love-in. Should it have deserved better?

Words
Richard Gunn

914 PORSCHE
2.0

You got a Volkswagen and Porsche badge with some 914s – bonus!

The 914 is a car with an identity crisis. Is it a Porsche? Or a Volkswagen? Or some strange mash-up of the two marques, unloved and shunned by both its parents, and looked on with some uncertainty by everybody else? And, to be honest, does it really matter, now that it's nicely matured into an affordable and distinctive sports car that enthusiasts of both badges should be able to appreciate? It has pop-up headlamps for starters. And is mid-engined, too. You know, like Ferraris, Lamborghinis and proper Maseratis.

There's always been a close relationship between Porsche and Volkswagen. After all, without Ferdinand Porsche, there would have been no Volkswagen, and likewise, the Porsche 356 initially borrowed heavily from the Beetle's parts bin. Both shared similar DNA; rear engines, air-cooling and very, very German. Both also found themselves needing new machines by the mid-1960s. VW wanted a flagship sports car to replace the Karmann Ghia and Porsche fancied a budget offering to replace its four-cylinder 912 version of the 911. A co-operative design between close cousins that would benefit both seemed like a good idea, with the four-cylinder variant badged as a VW while the Porker would have six pots. What could possibly go wrong?

> "in six-pot form, a 914 could dance rings around many versions of the 911"

Square peg

Well, rather a lot, sadly. In an effort to make the 914 different to any previous Volkswagen or Porsche, the design of the 914, by Porsche design head Heinrich Klie, was striking but a little awkward. The slabby, angular looks were very of their era, lacking the attractive curves of the timeless 911 or the Karmann Ghia. The 914 didn't seem to fit in with either of the families it was meant to be part of, and it aged quite badly within a few years. Then there was a switch in where the engine went. Conceived as front-engined, it was altered to mid-mounted power by Ferdinand 'Butzi' Porsche, grandson of the original Ferdinand, in an effort to improve handling. Still, at least that made it easier to install that epitome of sports car cool, the pop-up headlights.

The 914's distinctive looks mean it can't be confused with any other Volkswagen or Porsche

Many owners prefer to focus on the Porsche aspects of their 914. They don't know what they're missing!

The 914 has now grown into its looks

Pop-up headlamps are always a plus on any sports car

Turns out there was more than one use for the targa roof bar. Who knew?

Lime green, pop-up headlamps and a red turtleneck – it could only be the 1970s

Despite what this original promo shot suggests, it was best not to use your 914 for off-road work

The first 914 prototype was shown off on 1 March, 1968. But then, less than six weeks later, came the death of Porsche-friendly VW boss Heinz Nordhoff on April 12. New boss Kurt Lotz didn't have the same connections or affection for Porsche, and relations between the two German giants soon soured. Costs began to spiral during arguments about who should pay for what aspects of the design. It was almost a wonder that the car was launched at all. But it was, in September 1969. When it did see the light of day, in 914/4 (with the 1.7-litre engine from the VW 411) and 914/6 (boasting a Porsche 911 2.0-litre unit) forms, the six-cylinder version cost only marginally less than a basic but much more desirable 911. Then there was the name. For the USA, both the four- and six-cylinder cars were labelled as Porsches, but in Europe, the lesser-engined 914/4 was known as a Volkswagen-Porsche. And for some, that was a problem. It was rather like labelling a tub of caviar as Tesco-Harrods…

Middle ground

Sales were slow from the start, especially for the 914/6, where potential customers simply spent a little more money to buy the sexier 911T instead. The cheaper four-cylinder variant proved easier to shift, especially to those who liked the idea of buying something at Volkswagen prices with a prestigious Porsche logo thrown into the bargain. It could be had for about half the cost of a decent 911. Eventually, 118,978 914/4s were produced from 1969 to 1976, while a mere 3332 914/6s appeared before Porsche gave up on what was clearly a failed cause after just three years.

What seemed to get lost amidst all this, though, was that the Porsche 914 was actually a pretty good car. With its engine mid-mounted, it did handle extremely well, certainly better than rear-engined Volkswagens and Porsches which could be very twitchy on the limit. And in six-pot form, a 914 could dance rings around many versions of the 911, as well as contemporaries from other marques. The 914/6 also had sufficient suspension and brake enhancements to make it an extremely competent sports machine, worthy of the Porsche name in ability if not quite in style. And while the 914/4 started out with only 80bhp, subsequent rises in capacity and power saw a leap to an eminently usable 100bhp, which made it enough of a lure to outsell the 911 by a quite considerable margin during the period. It became the first mid-engined car in history to sell over 100,000; quite an achievement.

Classic combo

Porsche purists continued to snipe at the 914 until the 924 came along to give them something else to complain about instead. There are still those who dislike the breed and always will. But a growing band now appreciate that these targa-topped 1970s hybrid Volkswagen Porsches offer a great classic combination of practicality, performance and price. Time has mellowed the effect of the looks, and in one, you'd be welcome at both Volkswagen and Porsche historic events. Try managing that in a Polo. And when you're there, fellow devotees won't look down on you because you haven't a whale-tail spoiler the size of, um, Wales bolted to your rear end… ■

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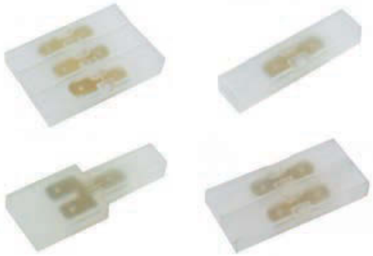

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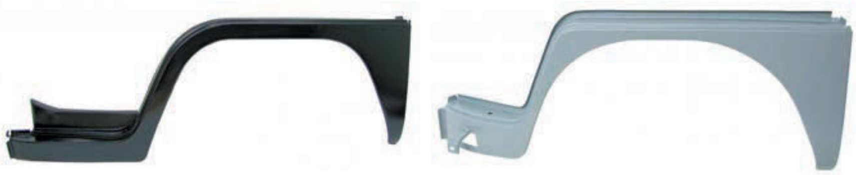

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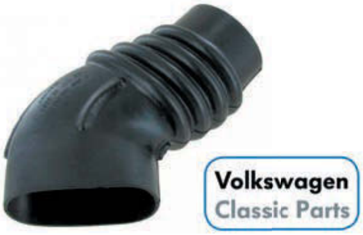

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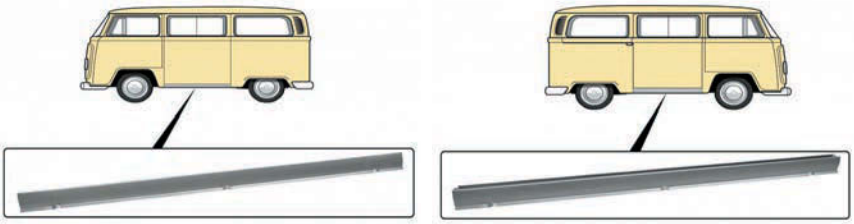

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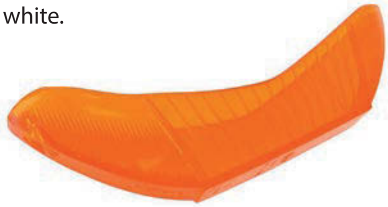

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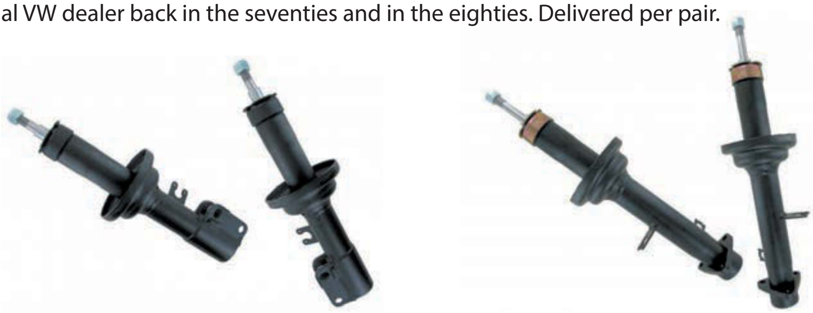

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Hidden agenda

Subtlety is the key with Broen Messiaen's radically modified wolf in sheep's clothing

Words Keith Harman **Photos** Chris Frosin

Anyone who visited this year's *VolksWorld* show could well be forgiven for missing this '69 Cal-Look. I mean, it's not exactly an in-your-face kind of car, though in its defence, it does pack an awful lot of clever and detailed features – a fact not lost on the judges who included it in the Top 20 awards list. The car was completed just in time for the show by 30 year-old Broen Messiaen from Izegem in Belgium, and Broen would be the first to confirm the car's subtle intentions. As he explained, "If you look at it for the first time, you just think, 'late-model Bug with T-bars and Porsche wheels,' but take another look and you start to see the details and extra modifications. From a side profile, you can't even see the roll bar or custom seats. This is the look I wanted for it from the beginning".

Child's play

The 'beginning' that Broen refers to goes back some 15 years to when he was still a 14 year-old kid. The car was for sale at a local garage, the first owner having recently passed away. Although not yet old enough to drive, Broen scraped together enough money from after-school jobs to buy the 92,000km Bug which was in pretty good shape overall. Soon after turning 17 and passing his driving test, Broen started driving it regularly, now with lowered front beam and roof rack, to VW gatherings and shows. Training as a mechanic, with confidence in his growing skills, it didn't take long for Broen to decide to completely re-do the car with no compromise or deadline, and do it right. Broen's shopping list included a reliable engine but with more power, a five-speed gearbox for easy cruising, uprated brakes of course, and a decent and comfortable interior.

> "From a side profile, you can't even see the roll bar or custom seats"

Before the major rebuild happened though, young Broen took the mature decision to buy a house, and the project was put on hold for a few years while working on the house took priority. In the meantime however, Broen kept his hand in by working on a friend's car, which in turn lead to him setting up his home-based business, Izegem Restoration.

Independent thinking

Work on his own Beetle resumed in 2015, with the body being removed ready for some serious work to the floorpan. A five-speed 915 gearbox had already been sourced in Germany, (although it needed rebuilding), so the first job was to modify the floorpan to accommodate the 'box by removing the underside of the tunnel and re-working the chassis forks. A decision was also made to convert the Type 1 to independent rear suspension at this time using Porsche 944 trailing arms, Remmele Motorsport-supplied adjustable rear shocks and Uniball hardware which

TECH INFO

MODEL
1969 Sahara Beige – all steel except for Day Moulding fibreglass wings; stainless steel running boards with NOS rubbers; T-bar nerfs; Cabriolet deck lid; stainless steel replacement side mouldings

INTERIOR
Six-point bolt-in roll cage; Porsche 914 front seats on custom mounts; custom gauge panel with Porsche 944 gauges; Simpson Racing five-point belt for driver, two-point Simpson lap belt for passenger; Nardi Classic wood-rimmed steering wheel; interior trim in diamond stitched Bordeaux red leather

Looks like Broen is staying tight lipped about the Type 4 motor hiding behind that upright cooling fan

Fully adjustable suspension using Remmele components ensures this Cal-Look retains the all-important nose-down stance

IZEGEM
OBJ-544
RESTORATIONS

“Although not yet old enough to drive, Broen scraped together enough money from after-school jobs to buy the 92,000km Bug” replaced the stock torsion bars. Porsche 944 rear brakes with ventilated and cross-drilled discs, 944 brake master cylinder and hydraulic clutch cylinder were also fitted. Moving to the front, surprisingly, the beam is stock and is neither lowered or narrowed. Instead, more Remmele adjustable shocks were fitted, with strengthened shock towers and a rack and pinion steering conversion. Front brakes are again ventilated and cross-drilled discs fitted with Porsche Boxster calipers. With all these chassis mods completed and before everything was finally installed, the floorpan was sandblasted and painted gloss black by Broen before hidden fuel and brake lines were run under the tunnel.

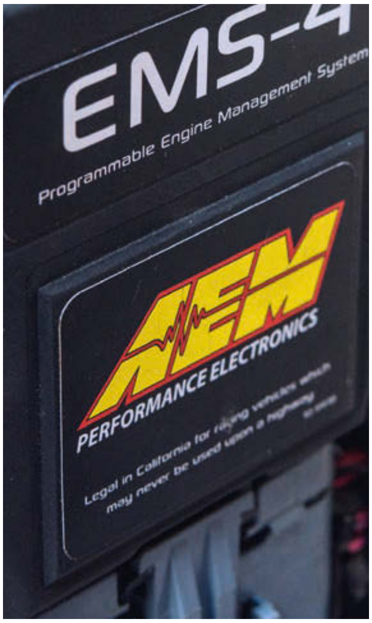
Panel perfect

Turning to the body, the car was bare-metalled and any corrosion issues addressed with replacement panels rather than patching, using new old stock items wherever possible. Anything else, such as the doors, came from donor cars. To save weight, fibreglass wings were used from UK company, Day Mouldings in Nottingham (www.daymouldings.co.uk). Broen completed the body restoration with a Cabriolet engine lid, and a pair of stainless running boards from www.kaefervwrostfrei.de covered with NOS rubbers. To give the car its subtle final flavour, the VW Sahara Beige was sprayed by local company Henpo Car Design in Jabbeke.

Power to the people

Broen's plan for the engine had started long before the build began at VW meeting in Hanover, when Broen snapped up a pair of bare Porsche 914 2.0-litre heads. A collaboration with Jakob Spring from Get Back on Track (www.gbot.dk) originally called for the heads to be fitted to a stock 2.0 motor with efi and a turbo, though

> "surprisingly, the beam is stock and is neither lowered or narrowed"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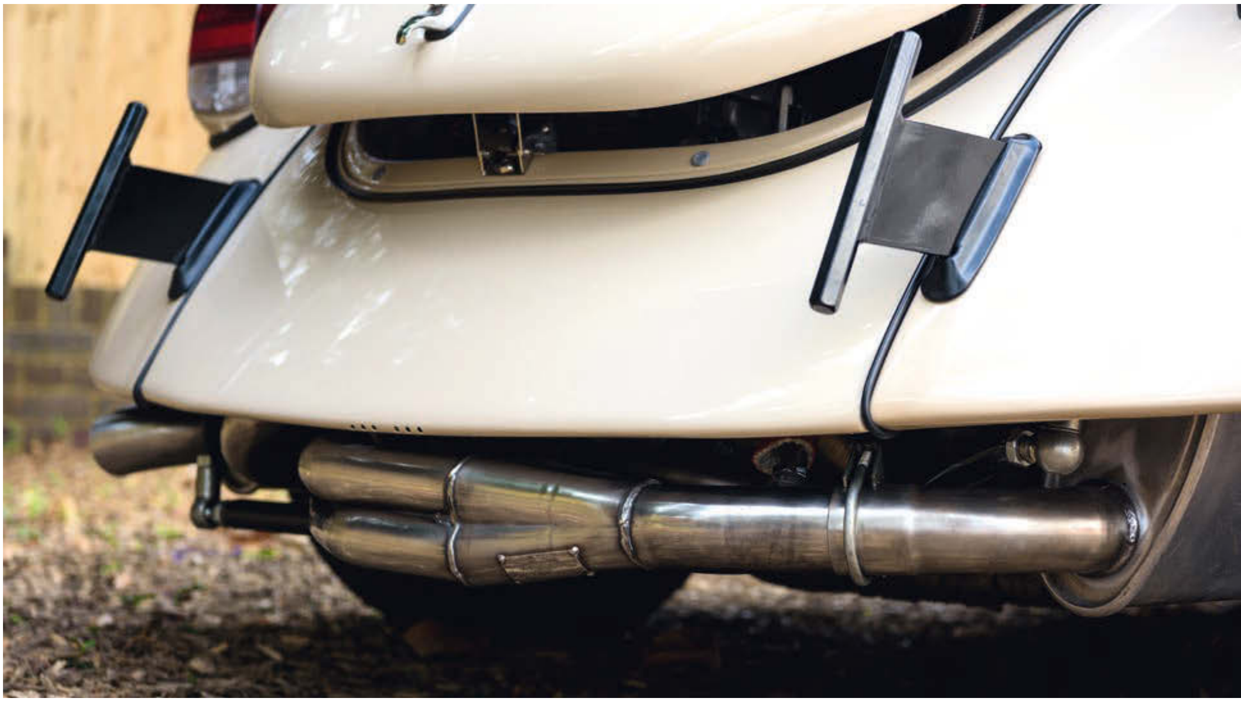
^ Hmmm, sticker on the ECU says: 'May never be used upon a highway.' Guess that doesn't apply in Belgium

OBJ-544
RESTORATIONS



> There's a lot of exhaust pipework crammed under the business end, an Ahnendorp B.A.S. system with twin mufflers was modified to fit

Porsche Gasburner rims are Broen's wheels of choice for the street

A Cabriolet engine lid was used to hide the Type 4 motor, black T-bar nerfs replace the stock bumpers front and rear

MotoTron injectors do the necessary

Fuel injection is delivered via these VW Speedshop throttle bodies topped with K&N filters

TECH INFO

ENGINE

Type 4 2.5-litre; '69 1700 cases; Deutz 105mm cylinders; Porsche 914 2.0-litre heads; 44-38 Manley valves; Mahle pistons; Web Cam 86C Type 1 camshaft; CSP Type 1 cooling; VW Speed Shop fuel injection throttle bodies; AEM Smartcoils and EMS4 ECU; The Dub Shop crank and cam kit; Ahnendorp B.A.S. four-into-one stainless collector

TRANSMISSION

Porsche 915 five-speed manual; custom flywheel; hydraulic master and slave cylinders

SUSPENSION

Stock front beam; Remmele adjustable coil over front shocks; strengthened shock towers; rack and pinion steering conversion; rear conversion to independent with Remmele adjustable shocks and Uniball set-up; Porsche 944 trailing arms

BRAKES

Porsche Boxster brake calipers; drilled and ventilated discs; 944S rear brakes

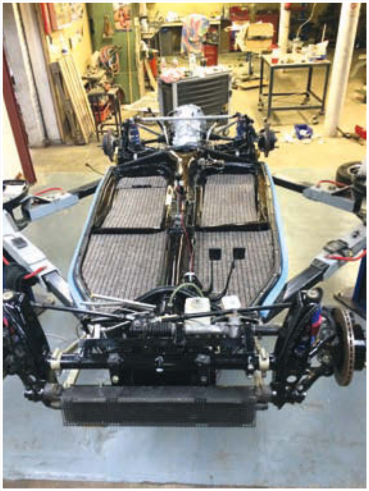
WHEELS AND TYRES

Porsche Gasburners, 5 x $5^{1}/_{2}$ all round with Nankang 145/60 profiles on the front, 195/70 on rear

THE BUILD

Broen carried out various minor tweaks before the big rebuild. Even as a teenager, he pledged that one day he'd do things properly

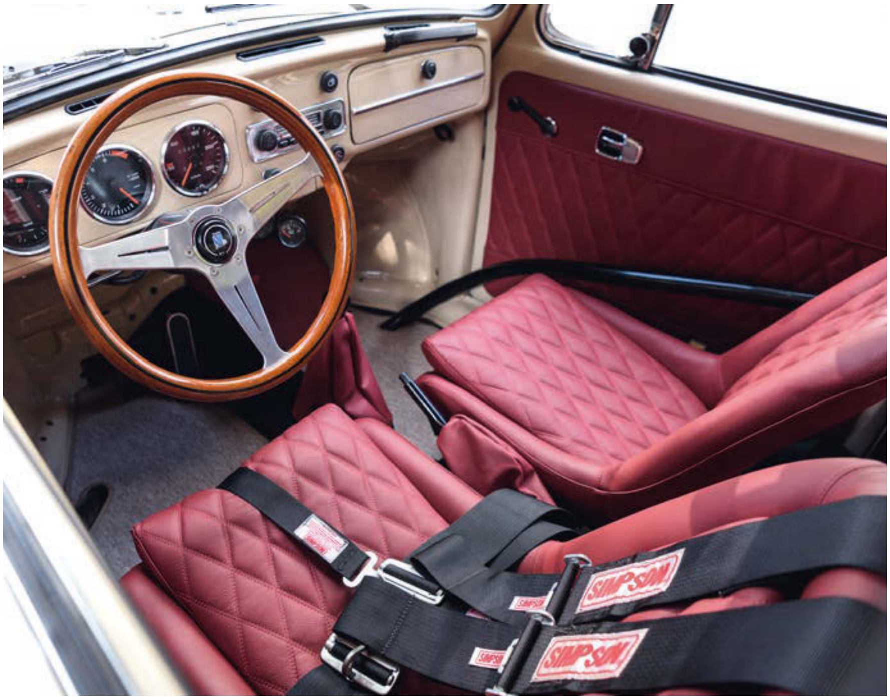
Mocking up the dash during the car's rebuild



A lot of work went into the floorpan to accommodate the gearbox, independent suspension and front end upgrades

Cool hardware from Remmele blends with Porsche components for a fully independent rear axle treatment

A five-speed Porsche 915 gearbox from a '79 911 takes the place of the old Type 1 unit. The whole rear end is fully adjustable



The Beetle's interior is a good place to be. Genuine leather stitched in a classic double diamond pattern covers the Porsche 914 seats and the door panels. A Nardi three-spoke wood rim wheel adds yet another classy touch to the interior

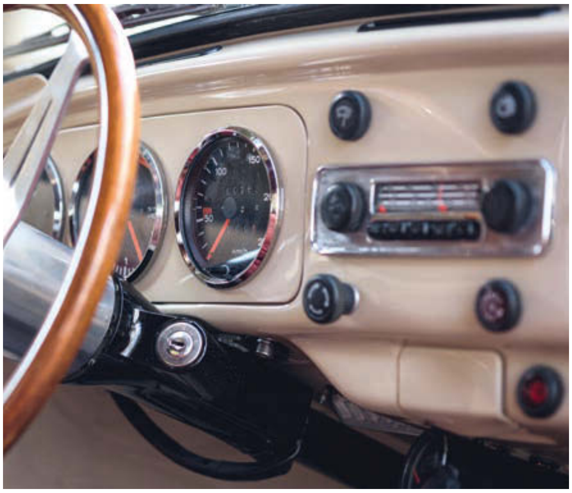
this changed with Broen opting to go for a larger Type 4 motor. A 2.5-litre engine was thus built up instead using '69 1700 cases, Deutz 105mm bore cylinders and the 914 heads. The heads were filled with Manley Performance valves and the cylinders with Mahle pistons, coupled with a Web Cam (www.webcamshafts.com) camshaft with the 86C grind. The car was initially completed last year with twin Weber 48 IDF carbs for shakedown purposes, though these have now been replaced with fuel injection using VW Speed Shop throttle bodies, an AEM EMS-4 ECU and a crank and cam kit from The Dub Shop (www.thedubshop.net). Another subtle trick of Broen's was to stick with a Type 1 cooling set up, as Broen told us, "From the start I wanted to keep Type 1 cooling to keep the appearance clean. Lots of people don't even notice that it's a Type 4 engine in there." A CSP cooling kit was used to achieve this, though it still needed modifying to fit the short manifold and to accommodate the fuel injectors. Keen eyes will notice the lack of a distributor; instead, it runs a mini cam sync gear from The Dub Shop making the ignition fully programmable. Finally, the full Ahnendorp B.A.S. (www.ahnendorp.com) exhaust keeps the noise output sensible, though mods were needed due to the gearbox choice. So, there's an awful lot going on under that beige paint and we're sure that by now, you, like the judges at Sandown Park are digging where Broen is coming from with this car.

Inside story

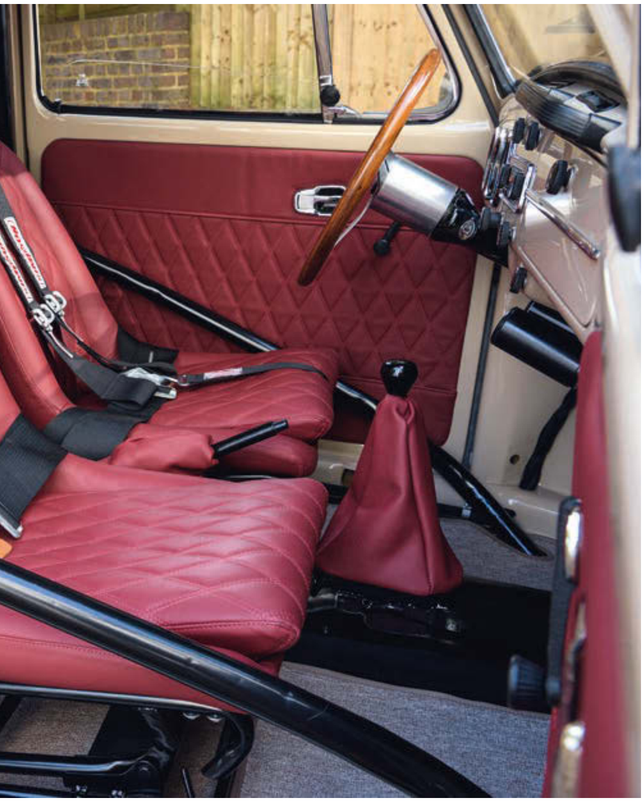
But we're not finished yet; this is a Bug with one classy interior. Check out the dashboard, which looks stock at first glance but features a custom panel to house the Porsche 944 gauges, all of which work as they should. They've also been dressed up with flat glass and chrome bezels, plus what you can't see are the warning lights for the line lock, clutch lock, and shift light. The wood steering wheel is a Nardi Classic, and both driver and passenger

SIMPSON
SIMPSON

Hinting that this car is built for go as well as show is the five-point Simpson harness and the subtle bolt-in roll cage



The custom gauge panel and Porsche 944 gauges look right at home in the otherwise stock dash, note the flat glass and chrome bezels

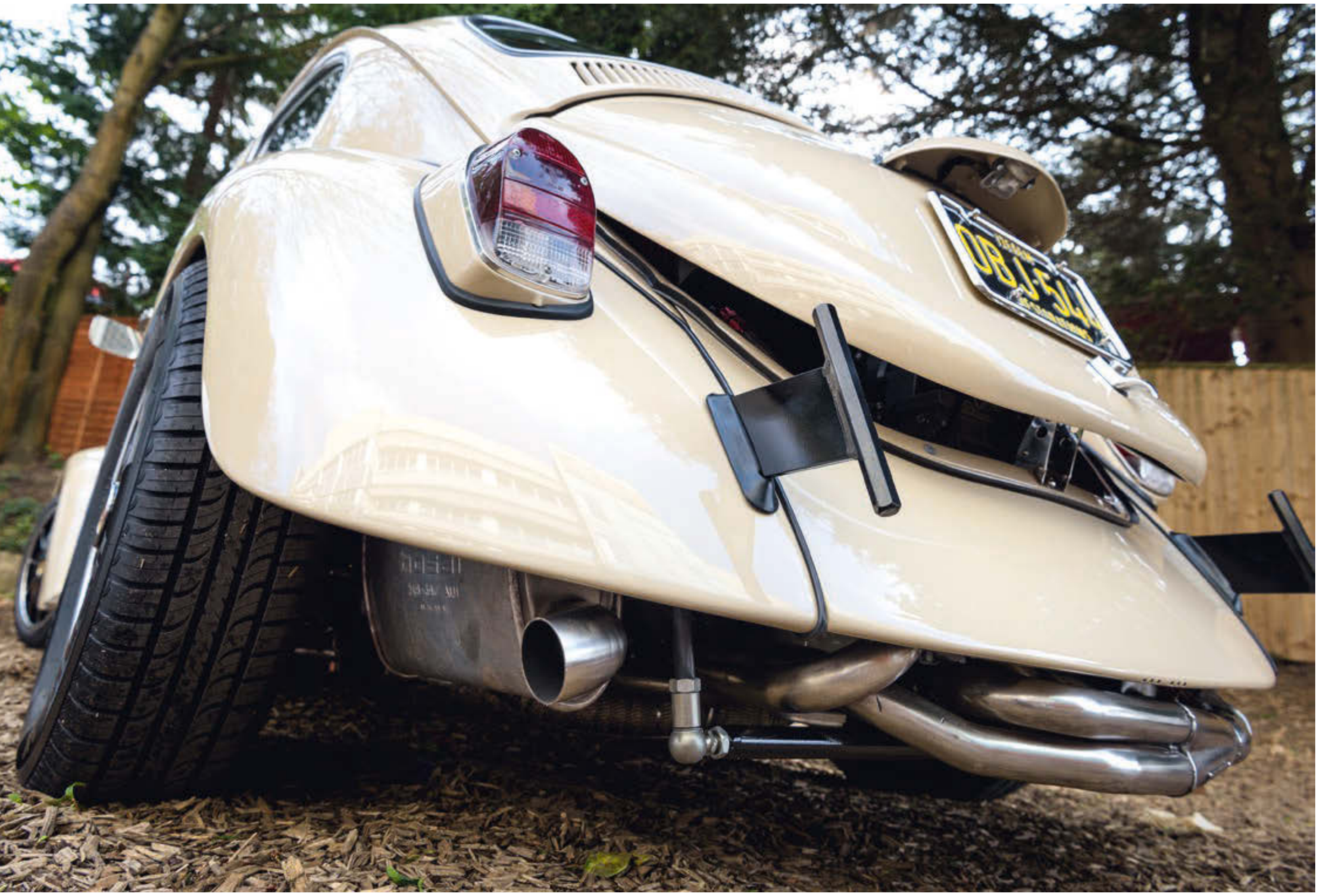


^ Clever design of the bolt-in roll cage means it is almost invisible when the doors are closed. Those seat bases were custom made by Broen

"Lots of people don't even notice that it's a Type 4 engine in there"

revel in the double diamond stitched Bordeaux red leather that also covers the door panels and the stock rear seat. By the way, the front seats are also from a Porsche 914 mounted on custom frames, with the upholstery work being carried out by local outfit Lemmens Interior Service. Classy the interior may be, and the car may have already won its first indoor show trophy, but make no mistake, Broen intends to give his Beetle some quarter mile strip time, and the roll cage and Simpson Racing five-point harness bear witness to this. Which is why the car might be seen around in a choice of two different wheel and tyre combinations; for the street it wears the 5½ x 15 Porsche Gasburner rims with 145/65R15 front tyres and 195/70R15 rears. For racing, Broen has a set of early 911 painted steelies, the fronts narrowed to 4½ width, and the rears shod with a pair of 15-inch M&H drag slicks. The aim is to run the car and achieve mid-13 times, more than respectable you'll agree. So there you have it, one bad, beige, Beetle from Belgium. Let's hope Broen returns to these shores with it again so next time we can all have a closer look! ■

v This is a car that looks utterly mean from every angle. Check out that custom made lid prop for added ventilation



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The Bangkok Bus

Most people return from a visit to Thailand with insect bites and recipes for green curry. Instead, Ben Clifford came back with a 1967 Bus that he's since turned into one of the nicest on the planet

Words Mike Renaut **Photos** Matt Richardson

"I went to the local bank and came back with a stack of cash, about 200,000 Baht"

When you first see Ben Clifford's 1967 Volkswagen Bus you are immediately struck by how clean it looks; there's excellent paint on arrow straight panels, nice wheels too, but it perhaps doesn't look that out of the ordinary. There's no radical bodywork or wild colours, it's a mildly modified example much like quite a few other well-built Splitties, right? Well, no. For a start the body is as good as anyone could ever get it and far better than when it left the factory. Every panel is perfectly smooth, every shut line precise and even. The interior is equally high quality and then you look underneath and at the engine and, incredibly, it's just as good there. It's clearly show quality, but it wasn't always this way.

"I found it in Thailand," says Ben, "I spotted it parked in a street while I was stuck in traffic and I couldn't believe it was there. That was the summer of 2008 and it was sitting next to an Oval Beetle that had a few signs in the window. I'd been keeping my eyes open for a project vehicle since I'd always fancied doing a full-on restoration. Eight or ten years ago you'd see plenty of cheap Type 2s in Thailand, but now the supply's dried up and the prices have gone up in line with the rest of the world."

Once Ben pulled over for a closer look, he realised the signs meant both vehicles were for sale. As he explained, "They belonged to a local shop selling ultra-rare Volkswagen parts; trim, badges and so on. Fortunately, the owner spoke good English so after agreeing the price I went to the local bank and came back with a stack of cash, about 200,000 Baht, which means back then I paid about £4000."

Compare and contrast

Ben's dad, Tony, who helped Ben with the build, owned a 1967 1300 Beetle and Ben later bought a 1500 Beetle but beyond that there's no particular reason why Ben got into classic Volkswagens. "I always just liked them, their looks and the fact they're affordable – or at least they were," he muses. "But I usually opted for modern cars, I had a couple of Audis, an RS4 and an RS6 with 500bhp but, obviously, they're a world apart from this Bus.

"It was an original Microbus," continues Ben. "It was used as a hotel transfer vehicle and it had air conditioning. I drove it around for a while since I was based in Bangkok for work, then had the Bus shipped home in a 20ft container. My company was bringing back sailing dinghies, so I arranged some space in one of their shipments – it was all done with their permission of course, I paid for it, although I did calculate the shipping value at $1000! When I drove it to the docks and watched it being loaded I wondered if I'd ever see the Bus again. Happily six weeks later it arrived in Southampton and I drove it to an MoT

คศ 1967
กรุงเทพมหานคร

TECH INFO

MODEL
1967 Volkswagen Export Microbus

ENGINE
2007cc Wolfsburg Performance engine, tapped for full flow oil system; Scat forged I-beam 4340 chrome-moly con rods; magnesium crankcase; 78mm forged and nitrided stroker crank; Engle 110 camshaft and wheel; stock cam gears; balanced steel Denzel pulley; forged lightened 200mm flywheel; Mahle 90.5mm forged pistons; Mahle/KS bearings; Elring gasket set; Scat rocker covers; WPS/CB Performance 044 ported and gas-flowed cylinder heads; Kennedy 1700lb stage 1 pressure plate; Mocal 40-row external oil cooler and Fram external filter; Berg 26mm oil pump and full-flow cover; Berg 3.5qt sump and cover plate; Solex 40 P11-4 twin-choke dual Porsche 356/912 carburettors; 12-volt Porsche 356 37-amp generator; 12-volt Bosch regulator; Berg stand with balanced fan; 30hp style fan housing; no heaters; CSP super competition exhaust; full OEM black tinware

station." The Volkswagen failed purely on non-functioning windscreen washers and seatbelts so that £4000 was clearly money well spent. "Work got in the way then and I put the Bus in my shed and left it parked while I worked all over the world."

Shop 'til you drop

In 2009 the Bus went to Pitt Lane in Winchester for bodywork and paint, "They restore Aston Martins so I knew they'd give it the show car quality I was after," says Ben. They had it for 18 months before it came back in this L31 Dove Blue – a Commercial colour. "When I bought the Bus it was Sealing Wax Red and white, but I've since found out it originally left the factory painted Velvet Green and white."

Ben had decided to have his Bus restored to top quality. "We wrote a shopping list that essentially contained the best of everything. We did a full restoration on it, even changing the floors – they came from Klassic Fab." In fact it's easier to say what's left of the original Bus – essentially the glass and jail bars.

Starting with the wheels, you can see Ben went with 4.5-inch wide Porsche Fuchs, "They're date stamped and I specifically set out to find a set that were the same date as the bus – 1967. The centre caps were machined from £400 of billet alloy by Graham Street." It's that level of attention to detail from Ben that's made his Bus the stand-out vehicle it is today.

"Bernard Newbury did the interior – it was one of the last he did. He put in hidden speakers and amp with a Retro Sounds head unit. I especially wanted to keep the original style bus interior with the bench seats; I didn't want it converted to a camper. If I want to go camping I'll take my modern car and a tent. The DVLA class it as a van with windows and the VIN says it's an export model made for the American market."

Up front Smiths gauges keep an eye on oil pressure, temperature and engine revs while there's a nod toward modernity with a digital speedometer. Out back is the reason for wanting regular updates from the engine room – a seriously modified motor. "Ian Clark at Wolfsburg Performance Services (wolfsburg.azurewebsites.net) built this 2007cc engine," says Ben, "I originally planned to use a 2.7-litre Porsche unit but I was quoted over £15,000 for a rebuild. I had already cut the boot surround out square for the intended Porsche engine." The powerplant Ian constructed is an impressive bit of kit, "it was originally destined for a Beetle but the owner's

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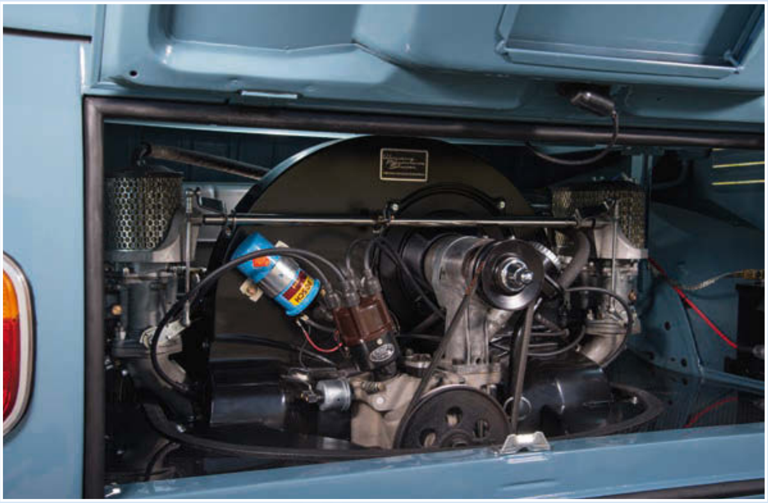

The idea was to create an engine that looked like a Porsche 912 unit. This 2007cc powerplant is fully dressed, but with ported, gas flowed heads and a stroker crank it'll be away before you get much chance to look it over

Helping the Bus to stop just as well as it goes is a dual circuit braking system from Creative Engineering, pictured here is the brake servo

Wolfsburg Performance Services
PRECISION AIRCOOLED ENGINEERING

Ian Clark at Wolfsburg Performance Solutions was responsible for the engine build, it was originally destined for a Beetle but plans were made to be changed

These Solex carbs were once happily living on a Porsche 356, they might work a bit harder to push the Bus along but they're still attached to a vehicle with 160bhp

All the changes are improvements to the original vehicle rather than simply for change's sake, and every one of them has been made to the highest possible standard

> "When I drove it to the docks and watched it being loaded, I wondered if I'd ever see the Bus again"

TECH INFO

GEARBOX
Bears Motorsport four-speed manual gearbox; Creative Engineering hydraulic clutch

SUSPENSION
Creative Engineering Weedeater front beam with dropped spindles; rack and pinion steering conversion; Creative Engineering independent rear suspension; GAZ adjustable shocks

BRAKES
Dual circuit CSP four-wheel disc brakes – CSP vented on front, Creative Engineering rears

WHEELS AND TYRES
15-inch original 4.5-inch wide 1967 Porsche Fuchs; Front: 175/60 R15, rear: 195/60 R15

circumstances changed and I was able to do a deal. It's a VW block designed to look like a Porsche 912 unit, with Solex 40 P11-4 twin carbs, a Porsche 356 37-amp generator, Scat heads and much, much more." Like everything else on the Bus it's shiny enough to use as a shaving mirror.

Bears Motorsport (www.bearsmotorsport.co.uk) supplied the four-speed gearbox that's controlled via a Creative Engineering (www.creative-engineering.com) hydraulic clutch. Custom Speed & Parts (www.csp-shop.com) was responsible for the gear shifter and exhaust system.

A Creative Engineering Weedeater front beam was fitted and Creative was also the source for the independent rear suspension kit. Dual circuit disc brakes on all four wheels – the front ones vented – means the Bus stops fast enough to surprise modern traffic. Goodridge stainless steel brake hoses are also used, "it's all continuous runs of hose – I didn't want lots of connections," explains Ben. The Bus sits lower to the ground thanks to dropped spindles while the CE rack and pinion steering conversion means cornering is a delight.

That wasn't quite it though, as Ben explains: "Ross Packard, who runs a local paint shop, gave the bumpers and carbon fibre engine surround a gloss black, show quality paint job. I then felt the Bus could do with more chrome so added Creative Engineering's Deluxe bumper and side trims to tie in with the wheels, VW badge and light surrounds." That trim, along with the exhaust and wheels, got even shinier at M&M Polishing (www.mmpolishingltd.co.uk) in Poole.

"It was only finished a few hours before the 2017 *VolksWorld* show," admits Ben, "next it will be used

"We wrote a shopping list that essentially contained the best of everything"

Here's Ben's Bus, just as he bought it in Thailand. £4000 well spent we'd say

The original interior came with air conditioning in the roof

This photo shows the bodywork well underway

The interior gets painted first to prevent any damage that might be caused if the exterior were painted beforehand. The revolving spit is vital to get to all areas top and bottom

Look at that shine. If you've ever painted a Type 2 you'll appreciate the work that went into making the side panels so straight

คศ 1967
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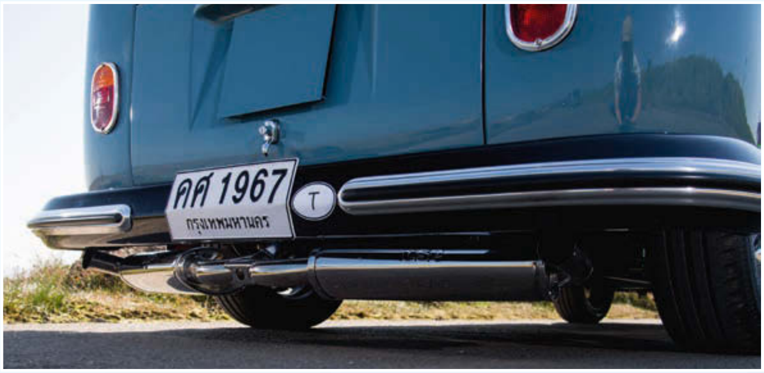
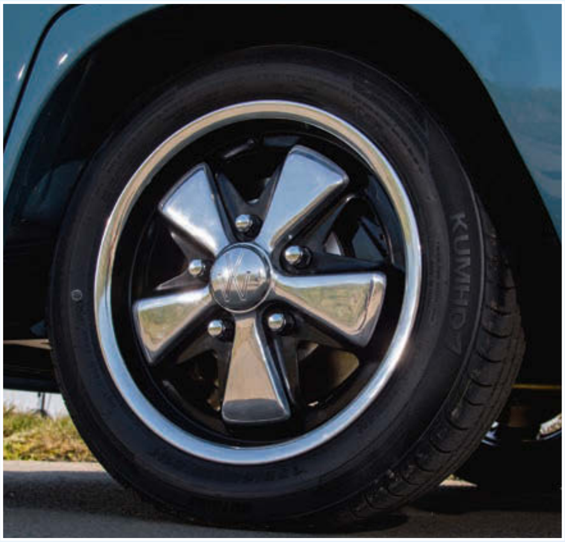
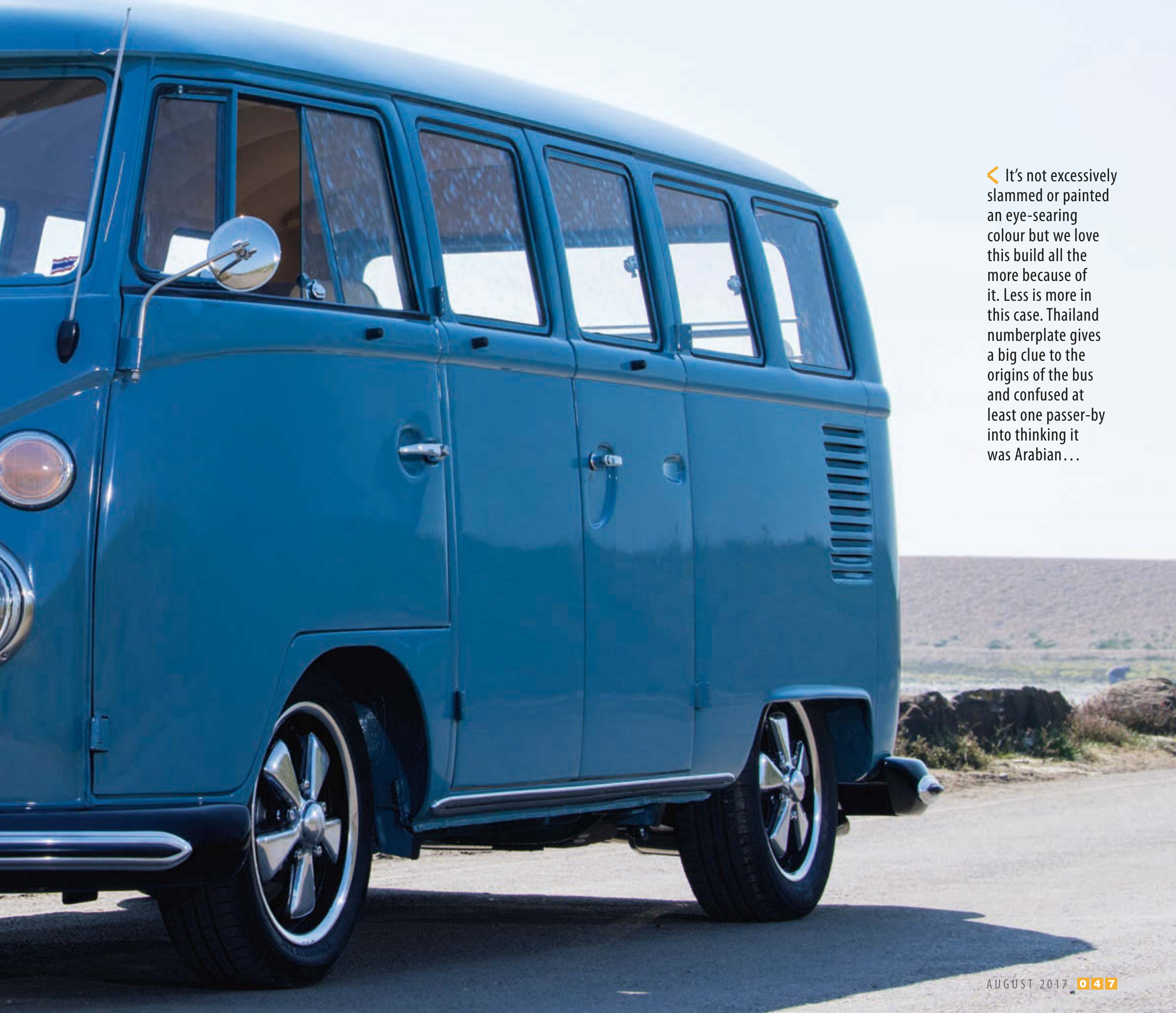


^ It's as clean underneath as it is on top, this CSP competition exhaust system was extensively polished before installation

> Mirrors are just part of an exhaustive list of parts and trim that Ben made to ensure every piece of his Bus looked like new



^ Attention to detail even extends to tracking down a set of Fuchs wheels that are the same vintage as the bus itself. Note those machined centre caps



< It's not excessively slammed or painted an eye-searing colour but we love this build all the more because of it. Less is more in this case. Thailand numberplate gives a big clue to the origins of the bus and confused at least one passer-by into thinking it was Arabian…

Who needs air conditioning when the bus has screens you can open? Oddly enough though, the bus was fitted with air con during its time in Bangkok

The headlight and interior light switches are the originals that came with the van but Ben's added an aftermarket horn press button, the labelling is from the aftermarket too

This set of classic gauges from Smiths really suit the retro style of Ben's Bus

for my sister's wedding. It's actually perfect for that with the amount of space there is inside. It's become known as 'The Bangkok Bus,' my friend's wife even got T-shirts printed with the Bus on it."

Too Perfect?

So now it's finally finished after eight years of work, what are Ben's impressions of the Van, uh, Bus? "I'll now admit I went over the top with this build, I decided to make it the best it could possibly be and it became a bit of an obsession for perfection. It certainly wasn't a case of 'money no object', but of course it ended up costing more than I'd expected." Ben's daytime job had an obvious influence on the van, "I build racing yachts which requires great attention to detail and that same attention has gone into this. Actually, it was a nice change to have a non-sailing project. To be honest I've made it too nice to drive, even underneath it's been undersealed but then it was glossed over for a shiny finish with all the components powder coated gloss black. The engine's only done 100 miles so far, the whole thing's still being run in.

"Looking back I wish I'd done more of the paint and bodywork myself, I've painted yachts so I could have done that part of things – it was having the time to do it that was the problem. At least I did all the engineering myself, along with a lot of help from dad. I certainly took a lot of time working out exactly which parts were best for what I wanted."

So what's next for Ben? "I've been thinking about the complete opposite, I'd like to do a rat look pickup or panel van with all modern running gear underneath," he answers. Hmm, a rusted look Type 2 with this level of perfect attention to detail? We can't wait to see it! ■

The forward folding seat allows access to the rear bench. Fortunately, like the UK, Thailand drive on the left so the side doors are on the correct side for Ben's passengers

Ben made the refreshing decision to keep the original benches rather than convert the Bus to a camper, Bernard Newbury skinned a lot of light brown cows to get all the material needed

At first glance you might think this interior is stock, in fact many hours have been spent making it far more nicely finished than the factory ever could

"of course it ended up costing more than I'd expected"

VOLSWORLD
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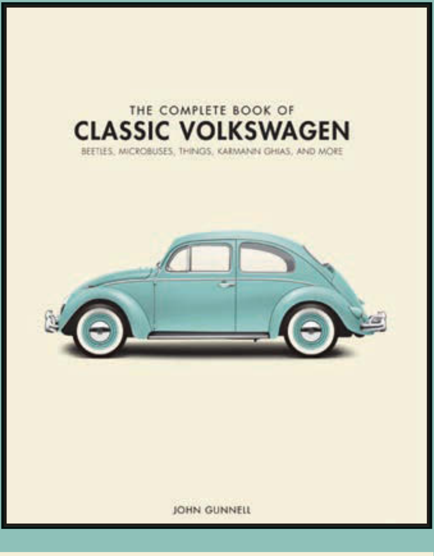

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Auto Craft Engineering

Learning curves

Brad Hassall's auction buy Beetle has proved the perfect project to enable him to pick up new skills and even make a few rookie errors along the way

Words and photos Jon Cass

It's hard to believe the new Golf-based Beetle has been around for two decades now, but to most readers that's a fact probably not worth remembering. However, before you turn the page in disgust it's worth pointing out that Brad Hassall, the owner of this awesome 1200 Bug of the air-cooled variety, would have been wearing nappies around the same time the New Beetle first hit the streets. Time flies, as they say, but reassuringly, it's great to see the fascination and dedication of restoring a classic air-cooled Dub lives on in the youngest of Britain's drivers.

"I'd always been into VWs, even before I passed my test," reveals 20 year-old Brad. "I prefer the classics and started looking at Mk1/2 Golfs, but at my age it would have been impossible to insure one for less than £2000." Consequently, he began getting quotes for small engined Bugs and quickly realised he'd found an altogether better solution. "The more I looked at them, the more they grew on me," he smiles, "and by going along to a few shows, I soon got a good idea of the look I wanted – namely, slammed with sloping headlights and wide trim."

“I’d always been into VWs, even before I passed my test”

TECH INFO

ENGINE
1200cc single port reconditioned unit with alternator conversion; custom made hidden exhaust; stainless firewalls; aftermarket air filter; custom plug leads; polished distributor cap; billet pulley wheel; chrome alternator pulley; twin batteries, one main and second for auxiliary

CHASSIS
Standard ’pan; 5in narrowed beam; custom made free moving torsion bars; Limebug rear bag kit; Airlift Performance V2 management; lowered 2in on dropped spindles; Monroe air shocks; polished tank and chrome compressors; copper hardlines

WHEELS & TYRES
EMPI style 15x5.5in alloys in anthracite; Nankang 165/55/15 tyres (front), 185/55/15 (rear)

BRAKES
Wide 5 disc brake conversion at front, Wide 5 drums at rear; dual brake fluid reservoir

Brad began checking out the usual internet auction sites and came across this ‘69 1200cc Beetle which he thought, having read the seller’s description, would make an ideal base for his planned project. “Although I bought it blind, I ascertained that the body had been separated from the chassis and it had undergone a full restoration, which all boded well.“ Indeed, he was pretty chuffed with his purchase; the floorpan was solid and had been taken back to bare metal before being painted, and the work all looked like it had been done to a decent standard. “The interior was shabby, but I was aware of that, and the reconditioned engine ran okay.” After the very briefest of appraisals, Brad was eager to get his new acquisition sitting properly, a task made easier thanks to the narrowed beam already fitted. He initially went for a low static set up, but quickly came to the conclusion that air was the way to go.

Budget air

To keep costs to a minimum, he chose to use the bulk of his limited budget on a Limebug air bag set up at the rear while keeping it simple up front by lowering the car 2in on dropped spindles using custom free-moving torsion bars made on a lathe by his mate Andy. These were used in combination with Monroe air shocks. The air ride itself is run by Airlift Performance V2 management and Brad has gone the whole hog with a polished tank and chrome compressors. Brad made the neat panels under the bonnet himself, though the upholstery was carried out by local trimmers Cherry Upholstery in Sheffied (www.cherryupholstery.co.uk). Meanwhile, Brad tackled the hardlines after asking around and obtaining advice, “I originally wanted alloy pipes, but copper is easier to work with,” he adds.

Whilst tackling the suspension, the front brakes were swapped to Wide 5 discs with braided brake lines and dual brake fluid reservoir, while at the rear there are now Wide 5 drums.

Cracking stuff

The Beetle was originally yellow, but Brad wanted a more period blue shade instead so got to work sanding and flatting down the paint, removing the windows and interior. “I did everything as you should, it all went well and I was impressed with the end result.” We should point out here, Brad is a quick learner and not afraid to get stuck into tasks he’s not attempted before, usually by learning a process via the internet.

However, six months down the line sadly that fresh paintwork began to crack in the gutters,

Anthracite EMPI style rims suit the Poppy Red paint while that cool stance is thanks to a Limebug bag set-up at the rear

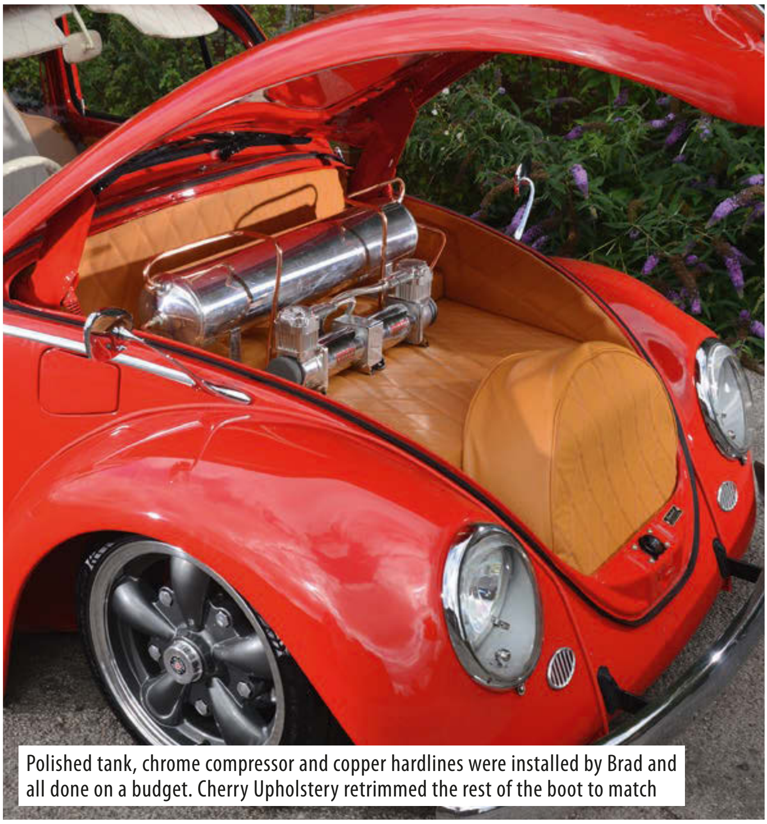
“I was gutted. I couldn’t understand why it had happened”

along the lips of the wings and across the lip at the top of the dashboard. “I was gutted. I couldn’t understand why it had happened as I’d done everything correctly using the right paint and it had been keyed and sanded down adequately too,” said Brad despondently. Feeling pretty down about the whole thing, when the insurance expired, he bought another daily driver and put the Beetle back in the garage ready for a second respray.

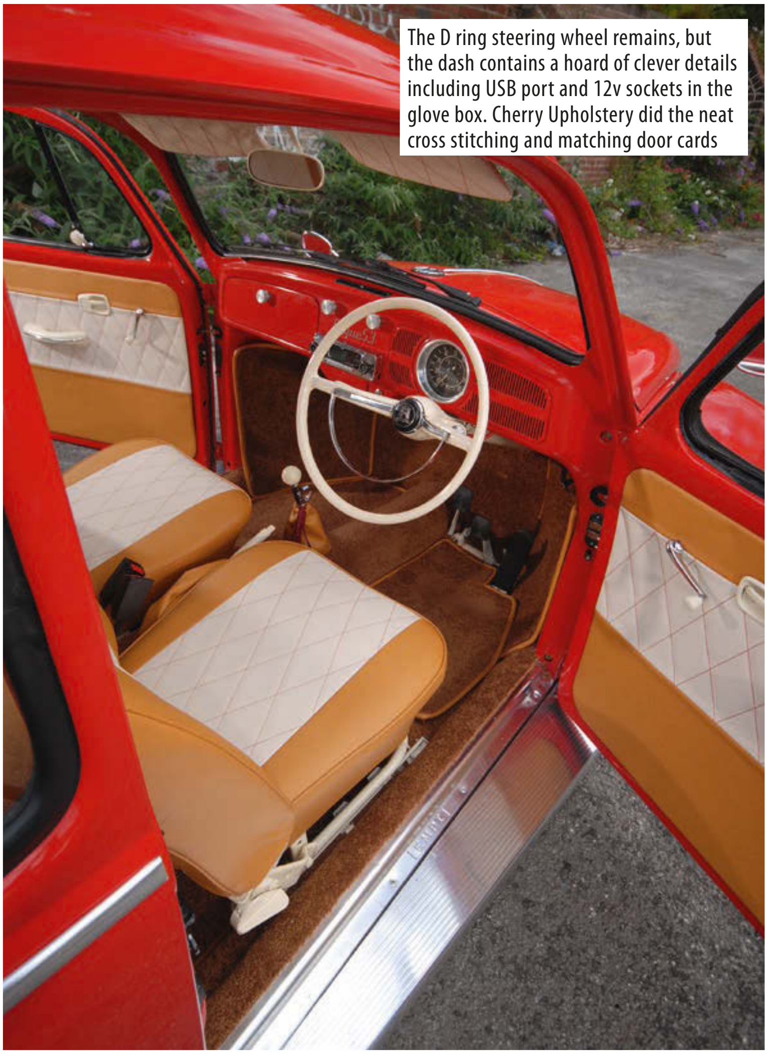
The demoralising task of repeating the work he’d already just carried out ensued. Fortunately, while doing this he discovered why the paint had began to crack following his previous attempt. “Incredibly, the original yellow paint and primer hadn’t set, it was still soft and tacky a year on since it had been resprayed.” There was no other option but to go back to bare metal to avoid it happening again so, armed with a wire brush fixed to his grinder and a borrowed DA sander, Brad spent every night of the next six weeks removing eight layers of paint. “The body itself was pretty solid with only a small amount of rust in the spare wheel well that needed welding, although I replaced the rear valance and welded up the dual exhaust apertures.” Both door bases needed replacing and Brad swapped the wings for a pair devoid of indicator apertures, all the welding work being carried out by himself along with his dad, Ian.

“When it came to respraying the car a second time, I thought I might as well make

Front beam is narrowed by 5in, while a Wide 5 brake disc set-up greatly improves stopping power



Polished tank, chrome compressor and copper hardlines were installed by Brad and all done on a budget. Cherry Upholstery retrimmed the rest of the boot to match



The D ring steering wheel remains, but the dash contains a hoard of clever details including USB port and 12v sockets in the glove box. Cherry Upholstery did the neat cross stitching and matching door cards

^ Even the fire extinguisher has been colour coded to match the car, while hidden speakers reside in the weave basket to keep the retro look

a change," Brad recalls. "I started looking at different colour options, then a guy at work mentioned he was a sprayer in his previous job and told me he'd be able to get me a discount on certain shades, and this colour was among them." The paint may have been discounted but the quality and finish certainly isn't as the end result is good and this time it's lasted.

A few other subtle body mods include the bonnet minus grille holes and the non-standard deck lid with rear number plate now fixed to the rear bumper instead, to give a smooth look. It's a fibreglass affair which Brad found on eBay. The billet alloy running boards, again from Limebug, were Brad's final addition and help draw your eye to the low stance when the car is bagged out.

Shabby chic

Originally the Bug rolled on steel wheels with whitewall tyres and while pondering over a set of banded steels, Brad came across this set of EMPI style 15x5.5in six-spoke alloys in anthracite, which complement the bright poppy red paintwork perfectly.

US-spec high back seats were a bargain eBay find. They've since been retrimmed in vinyl and faux leather

TECH INFO

BODY
1969 Saloon; smoothed fibreglass decklid; billet alloy running boards; poppy red paint

INTERIOR
US-spec tombstone front seats in vinyl/ faux leather; original back seat; door cards, headlining and sun visors retrimmed to match; air ride controller, 12v plugs and USB in glove box; colour coded seatbelts, fire extinguisher, door handles and winders; electric windows; bespoke alloy knobs for wipers, lights and glove box; hidden sound system; retro look radio

^ Retro fit stereo now in place along with hidden speakers and tiny under seat subs. Check out those billet aluminium instrument knobs

With the chromework, glass and trim refitted and that bodyshell looking immaculate, the exterior of the Bug was now in a show worthy state. Sadly, the same couldn't be said of the interior which was still shabby and worn. "The springs in the front seats kept snapping and pinging into my back, the headlining kept falling down, the carpets didn't fit and I'd discovered the material on the seats had been resprayed black, so paint was flaking off and sticking to my clothes every time I drove the car," Brad laughs.

Initially, the plan inside was to keep things basic, then Brad took some influence from the American air-cooled scene and decided to go for tan on tombstone seats (another eBay find) with a diamond pattern cream in vinyl and faux leather. The material was supplied by Cherry Upholstery and fitted at home by Brad. The door cards and original bench have been retrimmed to match by Cherry and the diamond theme continues on the fresh headlining and visors too. But there's a plethora of details Brad has added that aren't as easy to spot. The glove box has been custom

THE BUILD

> Brad found the premium-busting '69 Beetle on eBay. It had just undergone a full body-off restoration (allegedly)

< Having stripped it, Brad gave his Beetle a blue blow-over using skills learnt off the internet

> Initially chuffed with the result, it wasn't long before cracks started to appear. He later discovered the yellow paint underneath hadn't fully dried!

< There was nothing else for it but to strip it back to bare metal and apply a decent primer to prevent the same thing happening again

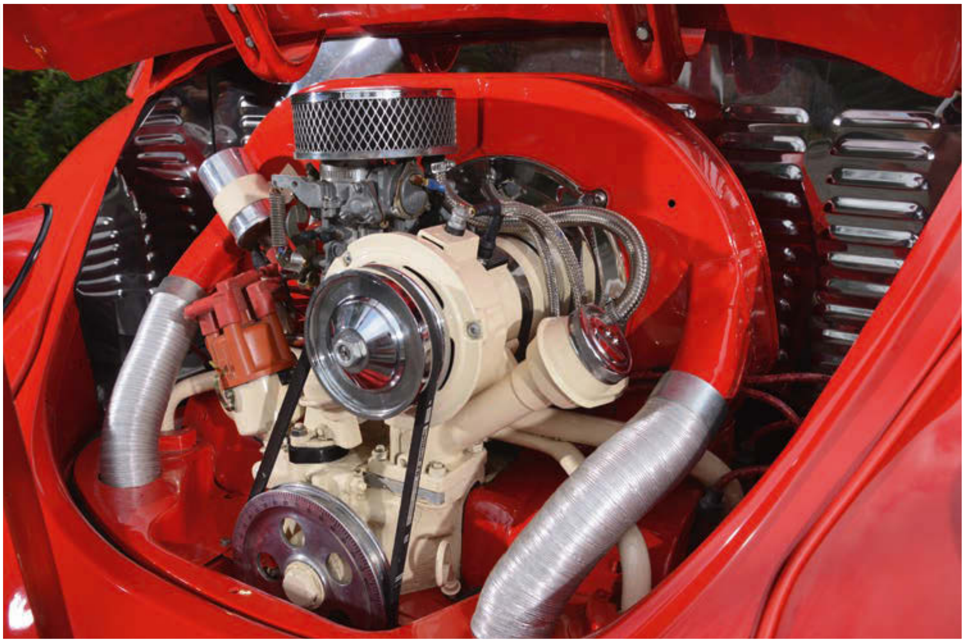
> Some Poppy Red paint was going cheap, so Brad's Bug went through another colour change

< A Wide 5 front disc conversion was carried out at the front. That inner wing's certainly looking tidy, Brad

> The air ride management and USB charger plugs are cleverly located in the glovebox while tweeters sit under the dashboard air vents. We just hope the wiper motor doesn't need replacing anytime soon

< Custom exhaust (a chopped and modified EMPI turbo tip system) has been meticulously wrapped to keep the gasses inside as hot as possible to improve scavenging characteristics. Brad and his dad had to make a heat shield for the rear valance to prevent the paint getting too hot

Who'd know it? Subtle modern badge is from a Mk4 Golf



Engine may be just a 1200cc single port to keep insurance costs to a minimum for 20 year-old Brad (above), but it still looks the part

made to house the air ride controls and accommodate 12v plugs and USB charger outputs, while there's a retro fit radio complete with hidden speakers including a pair of tiny under seat subs. Tweeters are located in the front heater vents under the windscreen and the remainder of the sound system is hidden in a picnic basket in the back. The red seat belts have been made to match the exterior paint, and the door handles, window winders and fire extinguisher have all been colour-coded. The winders themselves won't see much use as Brad finally opted for electric windows with wireless connections in the doors. Incidentally, the alloy knobs for the wipers, lights and glove box were all machined to match by a local fabricator. You could say this is one well thought out interior!

Power to the people

Fortunately, the reconditioned 1200cc engine has been reliable, needing little work since the Bug was purchased. "I had to remove it when the Limebug kit was fitted, so that at least gave me an excuse to clean and paint it, add shiny ancillaries and stainless plates around the firewall," Brad points out. The cables and wires have been hidden as much as possible and an alternator conversion carried out too along with a hidden custom exhaust, but otherwise the 1200 remains standard for now primarily to keep insurance costs to a minimum.

Second time around, Brad's '69 has proved to be a great success, so much so that you could almost say that first paintwork nightmare could have been a blessing in disguise, though we're sure Brad wasn't thinking that as he sanded the 'shell down yet again! Considering it's his first VW project, we're looking forward to seeing what he comes up with next. ■

> "the seats had been resprayed black, so paint was flaking off and sticking to my clothes"

Thanks
To my dad, Ian, for help and advice, Andy Whithorn for his engineering skills, my mum, Debbie, for putting up with the car parts everywhere, sister, Chloe, for trimming carpets and helping make the piping, Clique 53 best guys / club out there, Sheffield Dubs for having local meets and sorting out loads of convoys for shows

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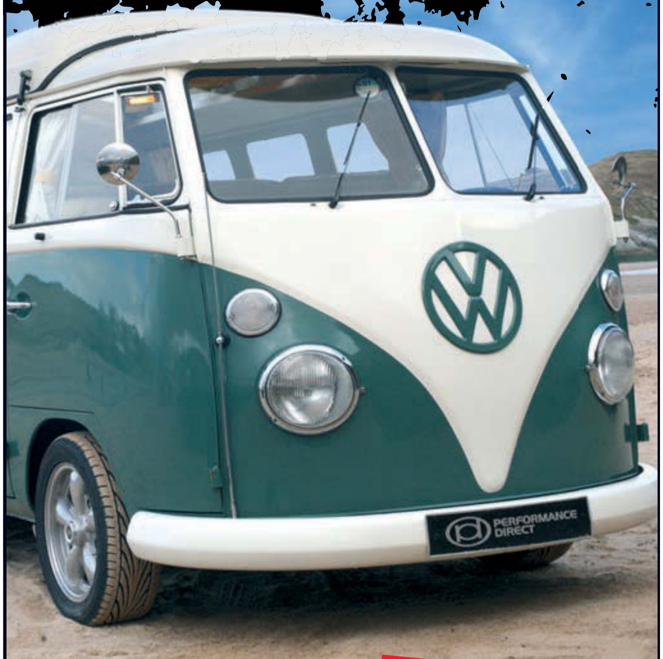

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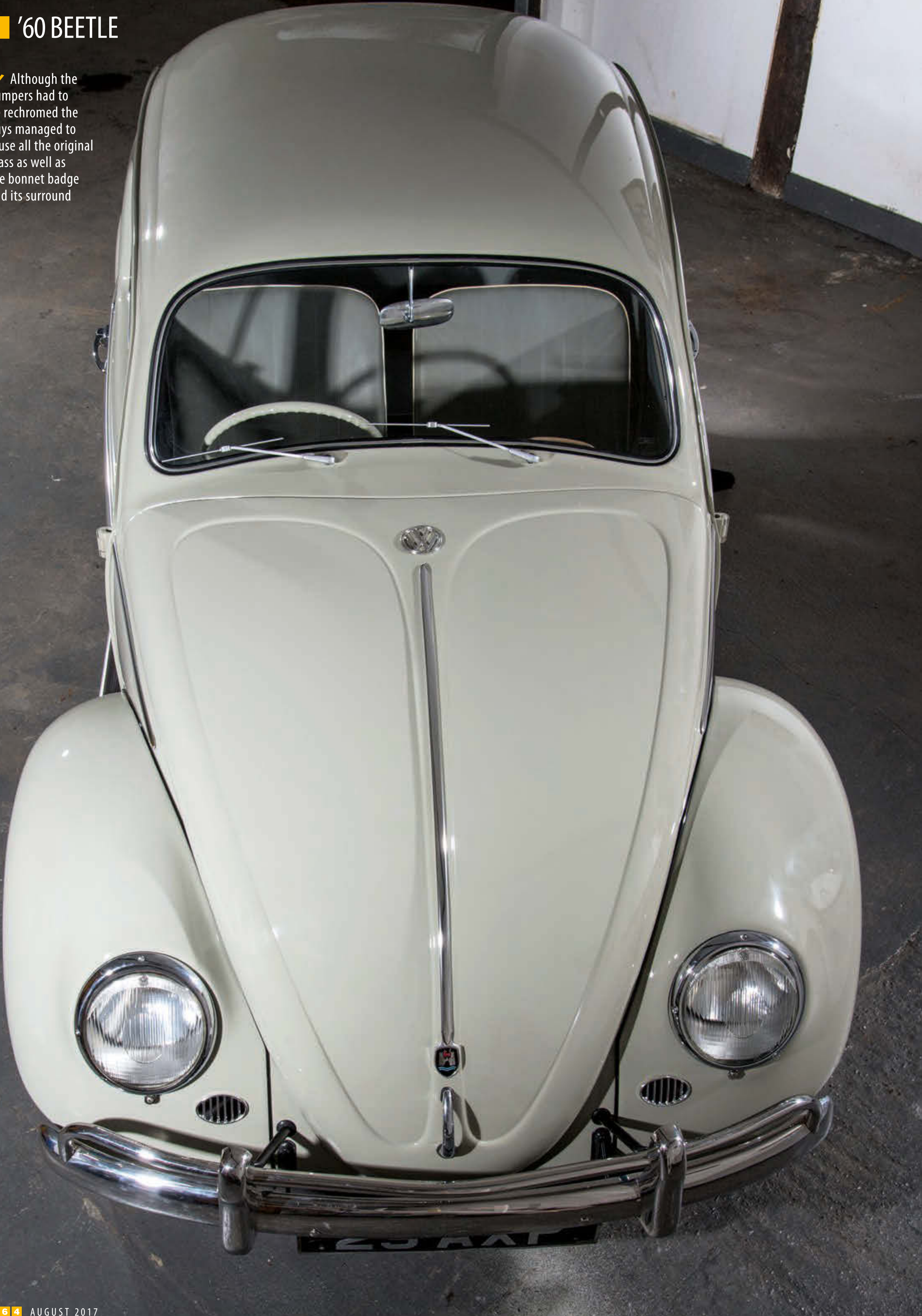
“I wanted the car to look and drive exactly like it was still 1965”

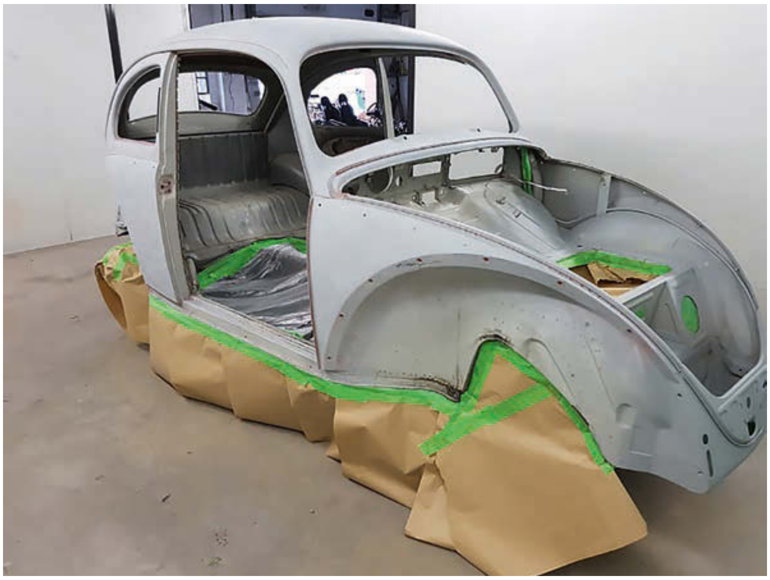
It's only original twice

Paul Stacey's 1960 Beetle is probably one of the most original restored cars you'll see, but getting it looking this way took a lot of careful planning

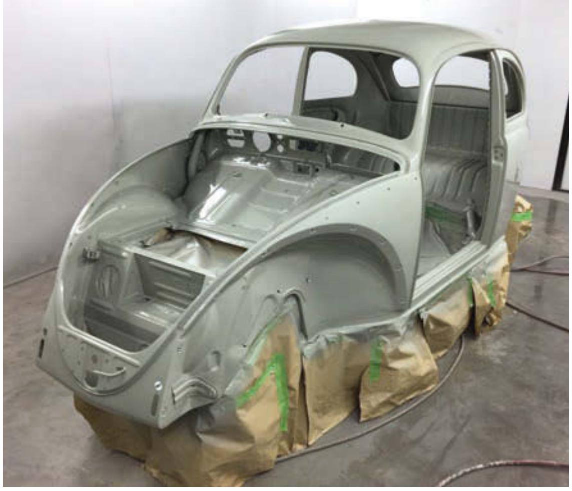
Words Mike Renaut **Photos** Matt Richardson



Although the bumpers had to be rechromed the guys managed to reuse all the original glass as well as the bonnet badge and its surround

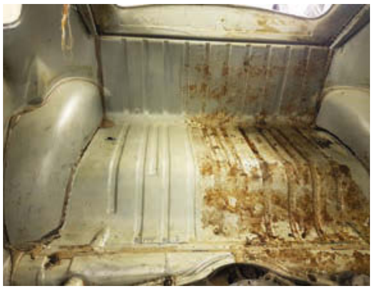


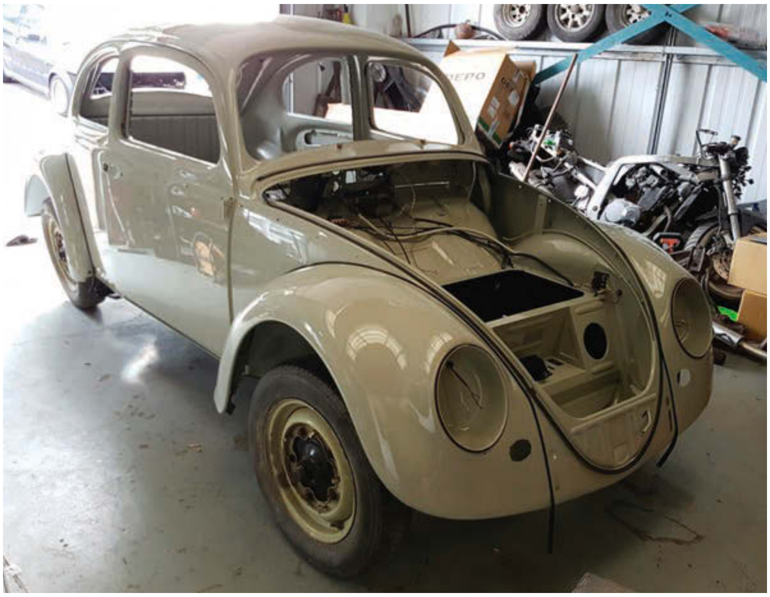
Here’s the Beetle as it arrived at Jason Kyles’ with all the suspension work already finished. Jason was careful to preserve whatever he could of the original interior paintwork



Hank in the process of getting his Flint Grey paintjob, done in a period correct paint to ensure it didn’t look too shiny

The car was generally rust free with only a little corrosion on the surface where paint had previously been sanded. The interior was also extremely good, but required sympathetic cleaning





Once he was looking like a new car Hank returned to J-Dubs. A few of the original trim rubbers were salvageable, but a number had to be replaced

Calling this an ‘incredibly original restored Beetle’ sounds like an oxymoron but what else can we say when the car has been completely stripped, then rebuilt using almost all the old parts? “It’s entirely the original metal and all the original interior,” confirms owner Paul Stacey who was there for virtually every minute of the time it took Lee Jenkins of Leatherhead-based J-Dubs to carefully rebuild the car for him.

“I’ve been into Volkswagens since I was 15,” says Paul, “I lived the whole Devon surf scene. When I got my first VW (a 1971 1302 Beetle) I stripped it down the same day I drove it home. Later I had it professionally painted to look like marble.” Paul progressed to a 1962 Panel Van then 11- and 13-window deluxe Buses, both 1967s. “I’d just bought and sold a 1956 Oval to one of Lee’s clients and heard about a 1960 Beetle that was on blocks near where the ’56 was being worked on. The ’60 was all in boxes; someone had started stripping it apart then sold it. I heard it was for sale again and managed to buy the car in the summer of 2016.”

Sold new by Stratstone of Mayfair, this 1960 Beetle had been sitting for decades, “It was stored since 1965 when the owner had died,” explains Paul. “The car had two previous owners but only the first one ever drove it on the road and it had done about three miles since. Although in pieces it was complete but I forgot to collect the hubcaps and jack when I picked it up. I decided early on I’d preserve every original aspect of the Beetle as much as was possible.”

“It’s all factory other than the serv=ice items I had to change to either make it run or for safety,” explains Lee. “We replaced only what we absolutely had to; it’s 99 per cent as it left the factory right down to the original semaphore indictors in the B-pillars.”

> “It was stored since 1965 when the owner had died”

Original is best

The body was sent to Jason Kyles at Illusions Restorations (www.illusionscustom.co.uk) in Burgess Hill and he applied the Flint Grey L440 paint. “At that point it was a rolling ’shell with floorpan, wings and doors,” remembers Jason. The suspension was fitted and painted already. I spruced up a few parts and left others, such as the dashboard where the paint was still in perfect shape.

There were a couple of areas of surface rust where someone had sanded it down so I took them back to bare metal along with the wings, one of which had a little knock in it. I applied a couple of light skims of filler, block sanded then put on four and a half coats of high-build etch primer. The 'half coat' is a dusted on layer that not only helps the later coats grip, but acts as a barrier just in case there is a different type of paint lurking somewhere that might react.

"Ideally, we didn't want to use any reproduction parts"

"After block sanding again I sprayed on three and a half coats of solvent based direct gloss – you can't use a modern water based formula on a car like this if you want it to look original. It was a nice car to work on, I was really pleased with how well it came out." However, colour matching the wheels proved problematic, "I had a lot of trouble finding the correct L439 Mixture Blue for Jason," admits Lee. "In the end I colour matched it to the interior but it still took several goes before we were all happy."

J-Dub steps

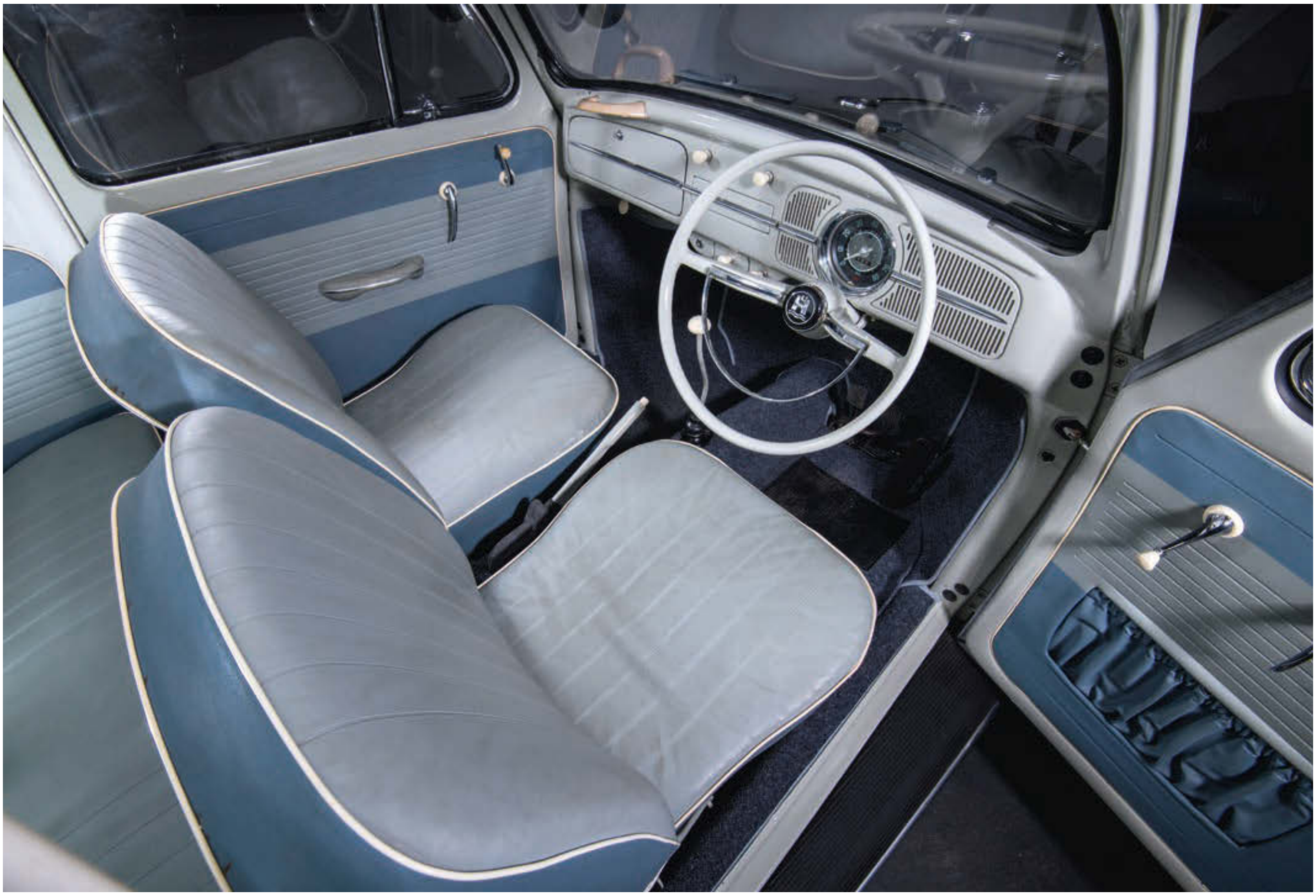
The now painted rolling shell then arrived back at J-Dubs (01306 898540) where Lee set to work. "I went front to back on the car," says Lee. "Ideally, we didn't want to use any reproduction parts, only pieces that the guys in Germany would have touched."

There were some necessary exceptions, though: "I put in new brake lines and brake cylinders, from a safety point of view all the consumables were replaced with exact reproductions. The aftermarket brake springs turned out to be rubbish so I cleaned and refitted the original ones. The wiring was all okay so that went back in complete. And, of course, Paul was here virtually every step of the way, with his damn baby wipes."

Paul grins, "I'd discovered that baby wipes were perfect for cleaning up parts of a car, so despite Lee's joking comments, I cleaned the whole interior with them which brought it back to like-new condition. The unscented baby wipes get rid of all the dirt but don't damage the surfaces – I got through boxes and boxes of them." So there's a top tip for you. The headlining had to be replaced but the reproduction fabric used turned out to be too thin, "I'll have a bespoke one made up in future," says Paul.

The engine seals were replaced by VW Vanshack (www.vanshack.com) near Oxford who then fired up the engine for the first time in 51 years. "Paul Seeney at Vanshack said it's one of the most original cars he's ever seen," says Paul. Mechanically not much else had to be done. "The engine's manual fuel diaphragm had rotted away but, after careful checking, the fuel lines were found to be reusable and were put back in." Even the clutch is the original one, so are the handbrake, accelerator and clutch cables. Paul even managed to save the original running board rubbers.

"It's showing just 21,981 original miles," continues Paul, "we kept everything, including the number plates, which have a little manufacturer stamp in one corner. It's as it left the factory, right down to the options of the American spec bumpers and locking deck lid. We did have to re-bright the bumpers since they were quite tarnished, as was most of the



This is why we love the earlier cars; the clean and simple dashboard design with the most basic of controls – no flower vase and not even a radio . The carpet is brand new but everything else here was cleaned until it looked like new. It would have been easy to over restore the car but the emphasis was on preservation

There's no denying this really is a very attractive car and Hank's been rebuilt to be excellent but not perfect. This is still a Beetle to be driven and enjoyed

Paul's top restoration tip: unscented baby wet wipes will remove decades of dirt and grime – don't let the interior cards get too wet though

Back when the world was a happier place if you wanted to turn right in your car this was how you told people. The introduction of flashing orange indicators probably marked the beginning of the end of civilisation

TECH INFO

BODY
1960 Beetle, repainted original Flint Grey
ENGINE
1172cc, 30bhp four-cylinder
GEARBOX
Four-speed manual
BRAKES
Drums all round
TYRES
165/80 x 15 Federal crossplies
SUSPENSION
Stock and at standard height
INTERIOR
Original vinyl – but baby wiped clean

STRATSTONE
40 BERKELEY ST. W1

Here's another of those fantastic original and now preserved details we've been banging on about across these pages; the original Stratstone of Mayfair dealer badge on the glovebox lid

S.NORRISH
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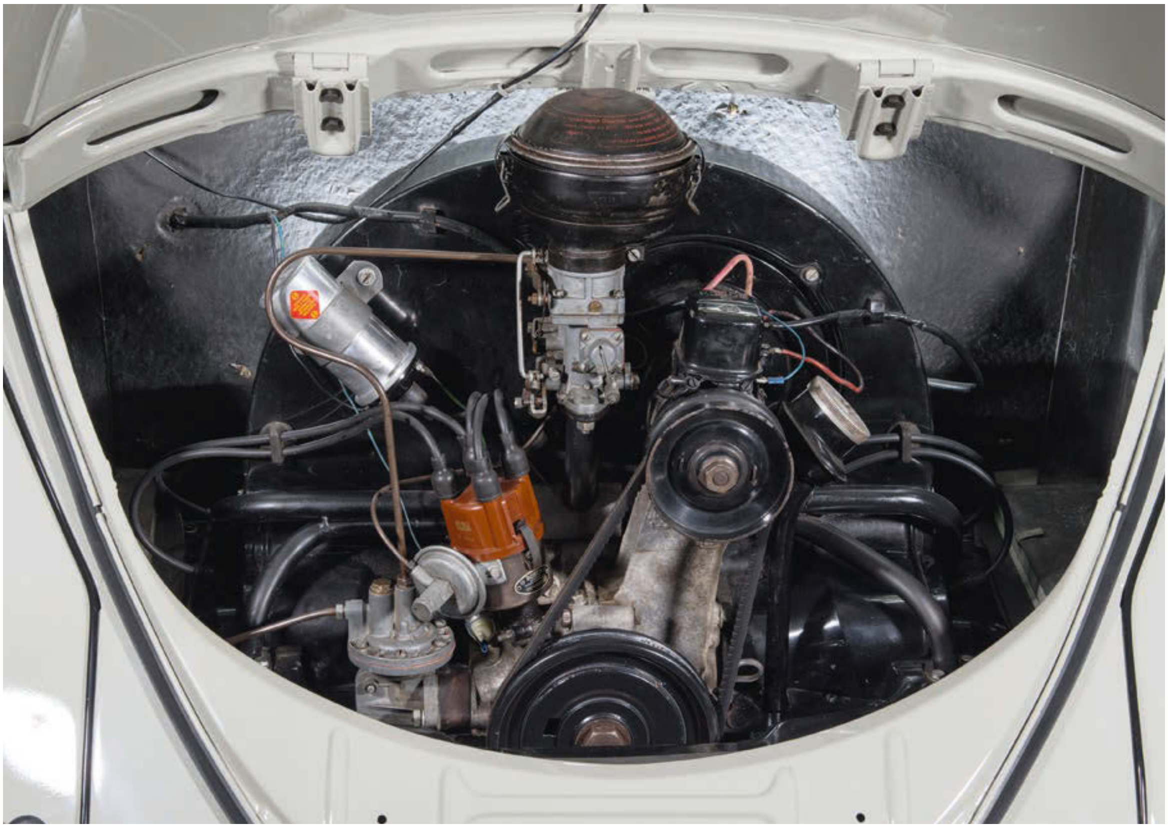
Little features such as this original manufacturer stamp on the number plate have been carefully preserved

Most Beetle owners take great pains to make sure their engine is shiny, but Paul and Lee winced every time they had to install a brand new part because it stood out against the original pieces



stainless steel trim, but it's still the old glass and badge and surround on the bonnet."

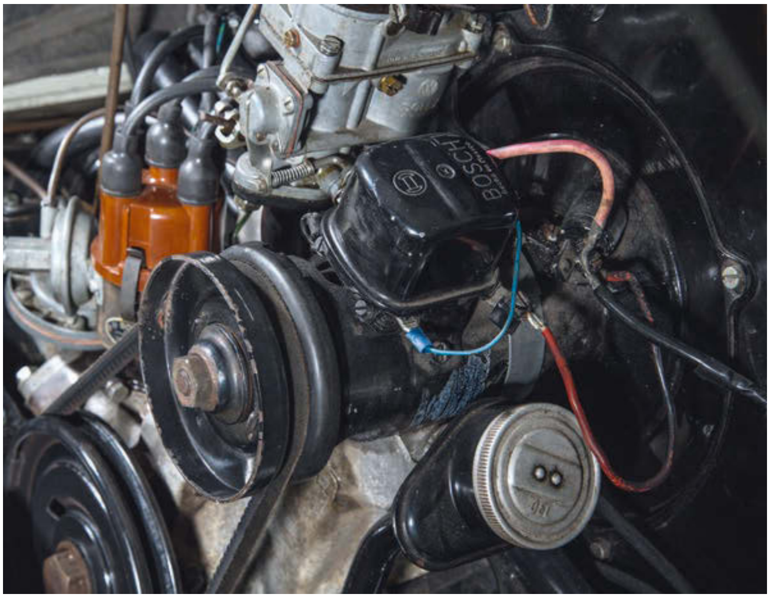
The few parts that were replaced include the carpet and door seals, "Both were useless and couldn't be reused, we also fitted a new ignition barrel since there were no keys with the car. Nathan and Justin at Custom & Commercial (www.customandcommercial.com) were particularly helpful, they provided us with a lot of parts often at the last minute such as trim and rubbers."

Lee's named the car Hank. "The name came to me while sitting looking at him one night," he grins. "These cars have personalities and while some fight you every step of the way with rust and sheared bolts, this one didn't – he definitely wanted to be rebuilt and driven again, so a friendly name seemed to fit."

Standard practice

"It's the first semi-restoration I've ever done," admits Lee. "I'm far more used to building lowered Volkswagens, chopping the rust out of vans and dropping in performance engines. This was largely a case of carefully stripping, cleaning and reassembling. It was a welcome change but felt quite odd at the same time. For once I wasn't sitting looking at a build thinking 'what parts should I use?' Instead, it was a case of 'how can I save and re-use this?' I really enjoyed it though – I'd like to do more." The guys look horrified when I ask if there was ever any thought of modifying Hank, maybe a set of Fuchs, or disc brakes? "It would be like destroying history," says Paul, "we never considered anything other than original spec.

"We gave Hank his first ever MoT in December 2016," continues Paul. The MoT was introduced to the UK in 1960 but only for cars that were aged 10 years or over. When the test changed in 1965 to apply to cars that were three and older, this Beetle was already tucked away in storage. "Of course he flew through that MoT with no advisories."



The 1172cc engine needed some new seals and a couple of electrical components but is otherwise largely as it left the factory. In fact, every little paint chip you see was put there 50 years ago

How long did the rebuild take? "About three weeks in total," says Lee, "but that's days starting at 7am and finishing at 1am. Mind you, we were still working on Hank five minutes before you walked in the door!

"Hank's been really good to us," continues Lee, "the only really awkward bit was rebuilding the manual fuel pump. It was time consuming and I was forced to fit that new diaphragm – it's the only part in the engine bay that I keep looking at and thinking it's too shiny."

Paul adds, "The window trim fought us pretty badly too, we had the screen in and out five times yesterday trying to get it to sit perfectly level. In the end we'd damaged it and had to go and buy another one."

"Early on I'd said to Lee that I wanted the car to look and drive exactly like it was still 1965," says Paul. "But I didn't want a full restoration trailer

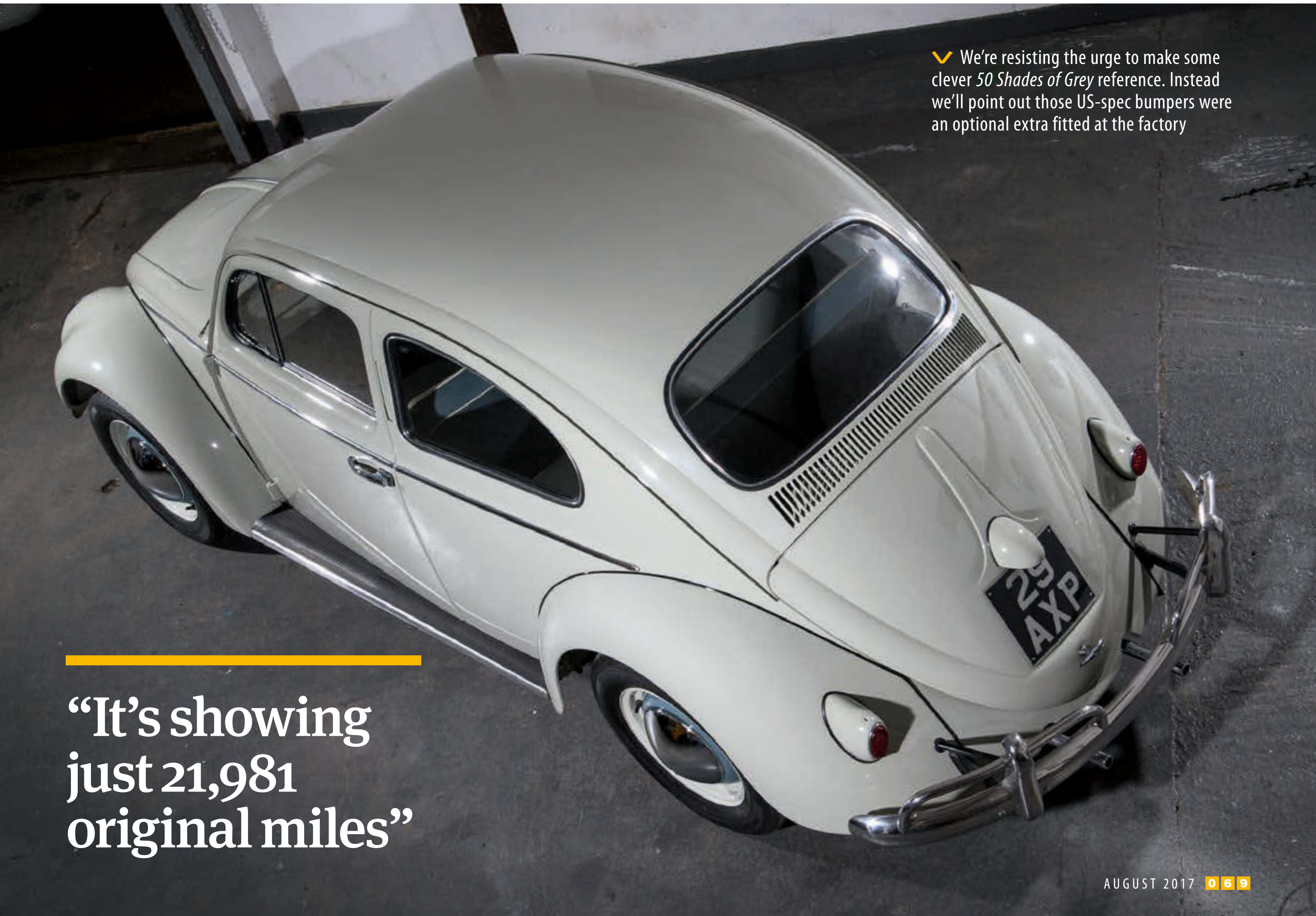
Matching the exact blue for the wheels took four attempts. The repro hubcaps are the only aspect the guys aren't happy with since they haven't had a chance to fit the originals

queen, something I'd be frightened to use. There's a split in the back of the driver's seat where someone obviously caught it getting in or out of the rear – we deliberately left that in place. Bits of paint had dropped into the bottom of the speedometer dial and we left those there too – it's all part of the history of the car. The engine bay is not polished up – it's supposed to look like it's the day after it was parked up in 1965.

"The best thing is that it actually drives like a five year-old 1960 Beetle would, though it's quite strange since there are no external mirrors. I bought it because I wanted something I could redo and I fancied a challenge, but it turned out so much better than I could have expected. I have driven Hank a few miles and he will get used as intended, but only on dry days. It would a crime to store him away again now." We couldn't agree more. ■

J-Dubs
MODS & CUSTOMS

If you think Paul looks happy, you're right, it's the first time he's put down his car cleaning tools in the past eight months and even then it was a struggle to convince him



We're resisting the urge to make some clever *50 Shades of Grey* reference. Instead we'll point out those US-spec bumpers were an optional extra fitted at the factory

"It's showing just 21,981 original miles"

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Oh-so-subtle Stonor

Rolling green fields, the occasional deer, boiling kettles and lots and lots of VWs. Welcome to chilled-out, tyre-kicking nirvana

There are shows that you just need to go to. Shows where you can just kick back, chat and relax. There's no pressure, no phone signal, just lots of nice cars to potter around and the lure of an autojumble with its promise of allowing you to uncover a treasure or two.

Yes, we're talking about VW Expo at Stonor Park, organised by the kind and gentle folk at The Association of British Volkswagen Clubs (ABVWC).

It all happened on a sunny Sunday (4 June) in the usual lush, countryside location a stone's throw from Henley-on-Thames. The format was as in previous years; the morning's all about turning up, getting parked and grabbing a quick coffee before checking out what's up for sale in the trade area, while the lunchtime and afternoon is when judges get busy scoring the concours cars.

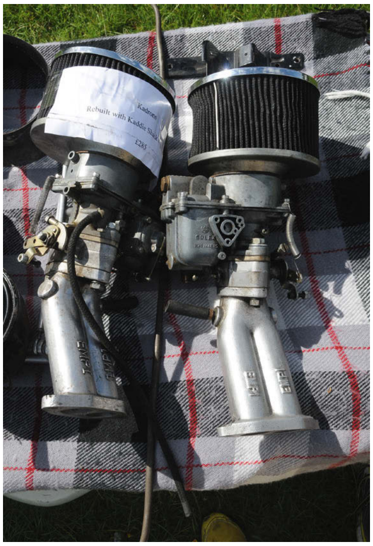
Of course the great thing about this show, apart from its lovely location and friendly atmosphere, is the variety of cars. There's everything from '50s Beetles (there was actually a '49 there) to early Mk1 Golfs, Porsches, Buggies and spanking new T5s. It's an all inclusive affair, everyone is welcome.

More than anything it gives visitors a chance to catch up with old acquaintances, make new ones and generally occupy yourself with a full day's worth of tyre kicking. Oh, and it was John Daniel's last year as show organiser. He's been doing it for years, so thanks John and we guess you'll be looking forward to attending as a 'guest' in 2018.

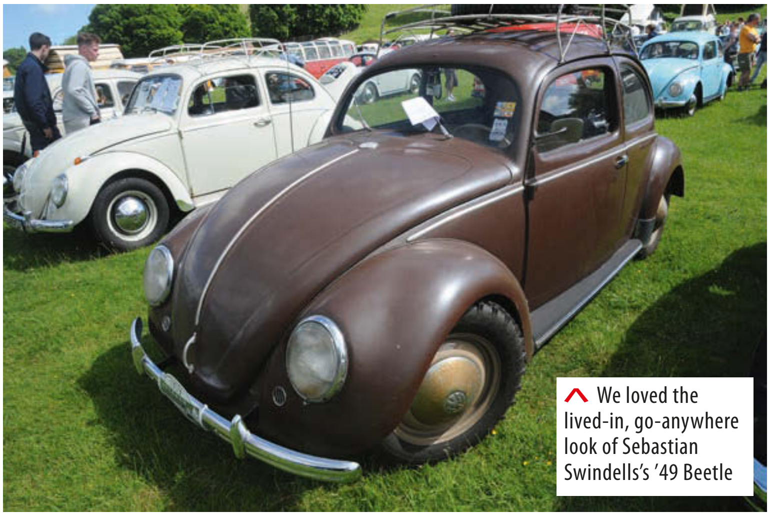
There were highlights aplenty, including a lot of very nice cars in the public carpark, but here's a selection of the vehicles in the main field that really caught our eye. ■

FOR
SALE
FOR
SAL

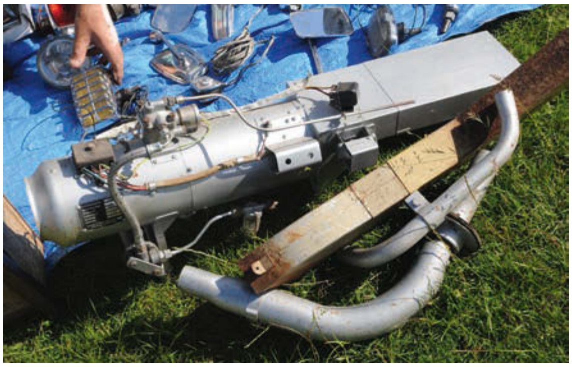
^ The 'for sale' section was buzzing as usual. This Brazilian '62 Bus was imported a few years ago and was up at £17,750



^ Twin Kadron Solex 40s looked good at £250, though you would need to sort out all the necessary linkages

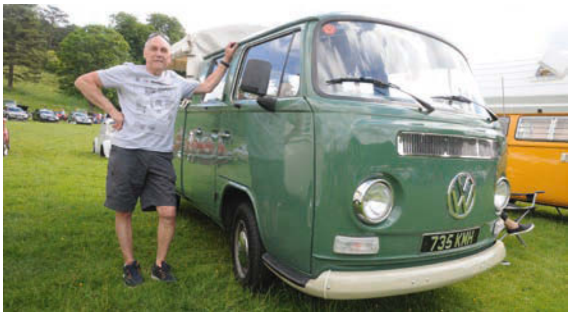


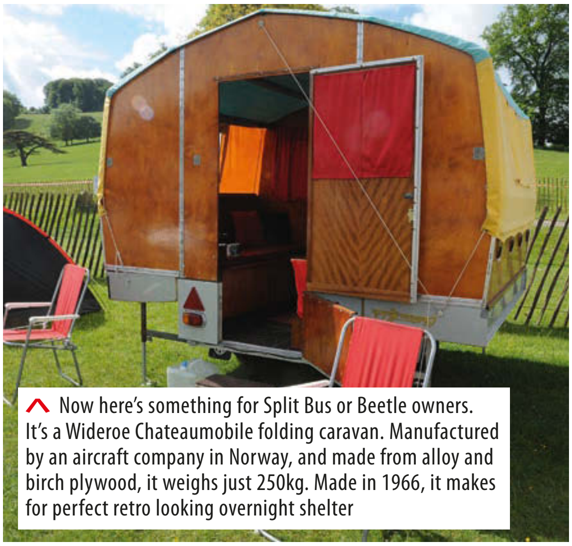
^ We loved the lived-in, go-anywhere look of Sebastian Swindells's '49 Beetle



< Eberspacher 6v heater with all the fittings seemed cheap at £50

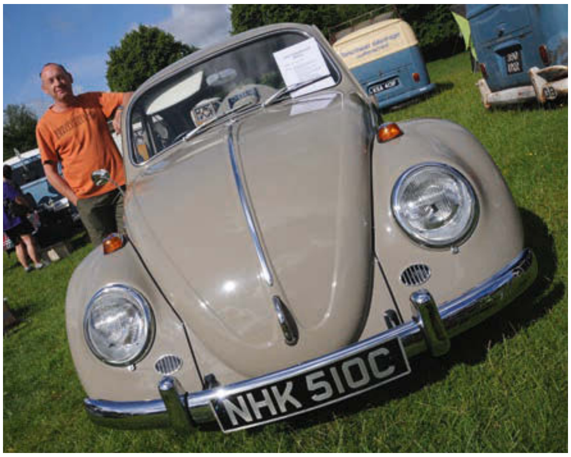
v Keith Hanby bought this '75 Crew Cab as a part-finished project. That's a Split Bus colour, apparently



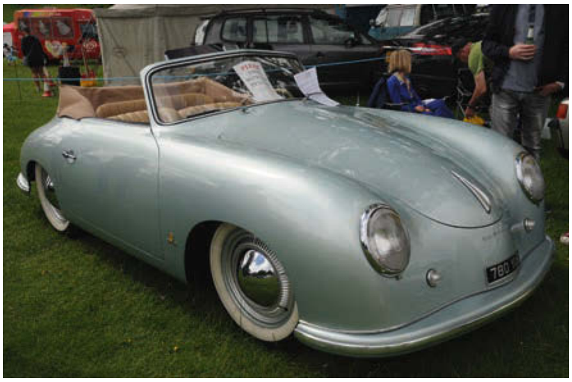


^ Now here's something for Split Bus or Beetle owners. It's a Wideroe Chateaumobile folding caravan. Manufactured by an aircraft company in Norway, and made from alloy and birch plywood, it weighs just 250kg. Made in 1966, it makes for perfect retro looking overnight shelter

> "It's an all inclusive affair, everyone is welcome"

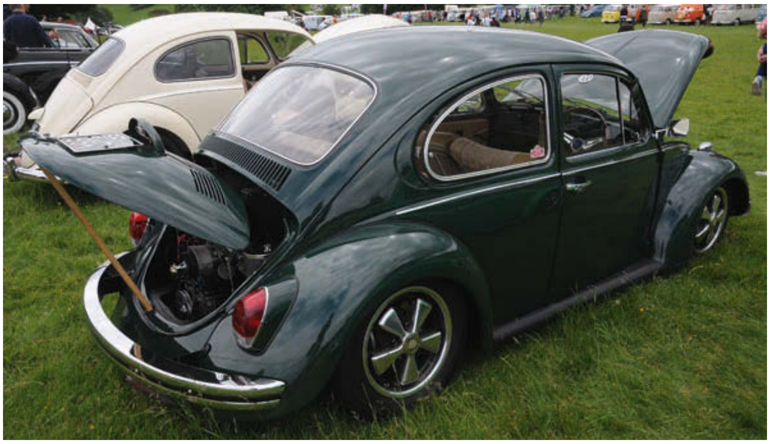


^ Paul Jackson Turner's Beetle was originally purchased by his grandfather who registered it on Paul's birthday in October 1965. There's a fantastic story behind what happened to it thereafter, which we'll reveal in a coming issue

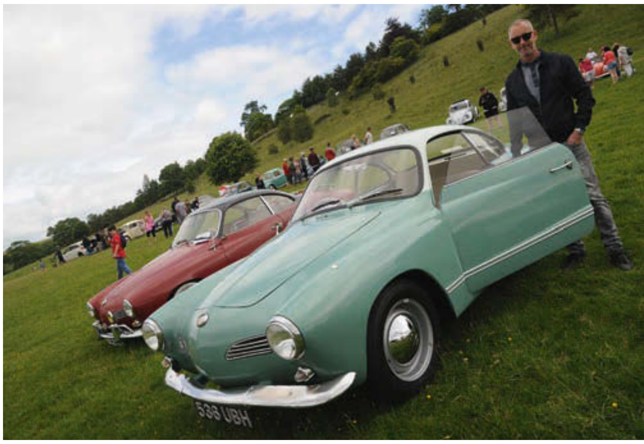


^ Understandably, a crowd formed around this Model 52 Porsche 356 Cabriolet. The owner spotted it on TheSamba.com and had it imported from Oregon in 2011. The 'shell was solid enough, but inevitably it ended up undergoing a full restoration

Yup, this is what it's all about…



Mark Williams wanted a 'sleeper' look for his Delta Green Bug. It was his first ever car – he bought it while doing his A-Levels! Look out for a full feature here soon



Good RHD Ghia's are getting more and more difficult to find, which is why this genuine right-hook '61 model in Turquoise caught our eye. It was restored in '96 and owner Michael Gough has just fitted new carpets

Stonor's mix of cars is always pretty eclectic; everyone is made to feel welcome

A perfect place to spend a Sunday afternoon as you drink tea and mull over what patina accessory you can buy next

Concours results

Class 1 – Pre-'68 classic air-cooled factory spec: 1st John Foster, 2nd Simon Thomas

Class 2 – '68-on classic air-cooled factory spec: 1st Paul Wilcock, 2nd Jim Dellow

Class 3 – Classic Cabriolet: 1st Dave Pascoe, 2nd Chris Abbott

Class 4 – Classic Karmann Ghia: 1st Russ Payton, 2nd Hazel Williams

Class 5 – Classic Type 2 modified: 1st Doug Hall, 2nd Carl Wheatley

Class 6 – Buggies, kits & specials: 1st Rob Richmond, 2nd Paul Foreman

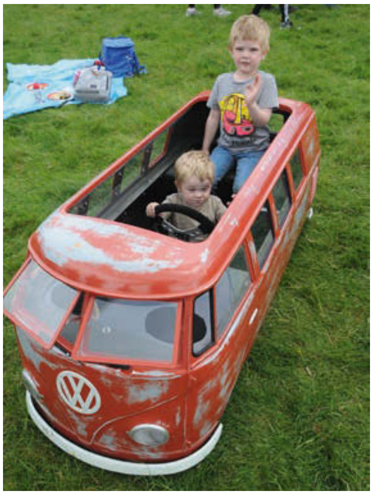
Class 7 – Classic air-cooled modified: 1st Colin Springle, 2nd Mullie Davies

Class 8 – California Look: 1st Simon Preston, 2nd Steve Boorer

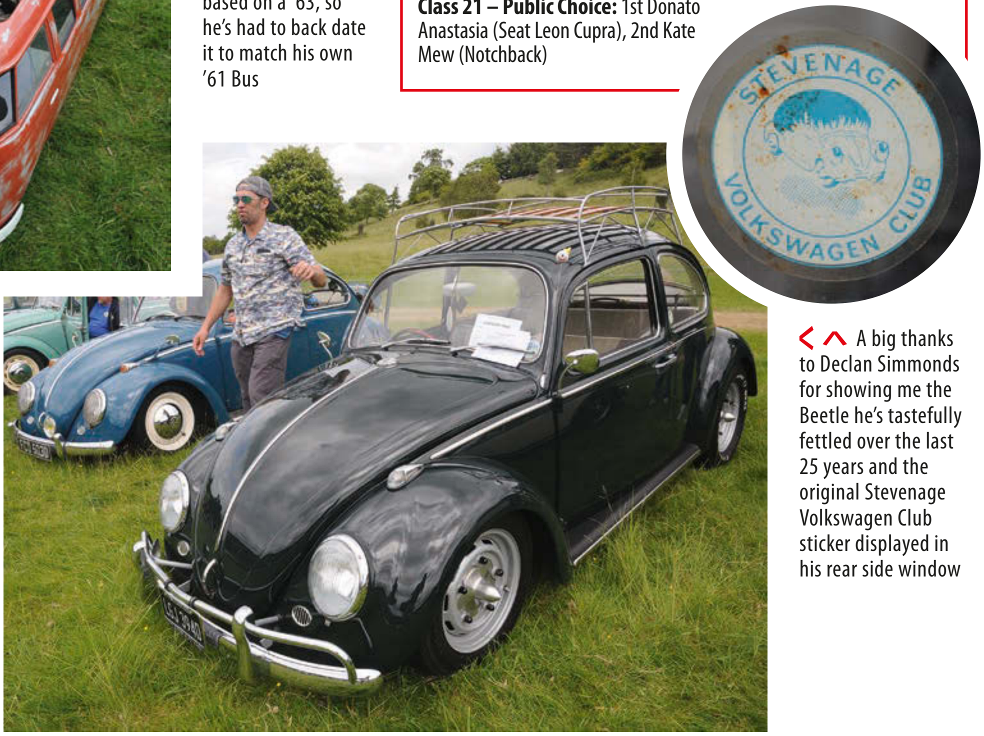
Class 9 – Resto-Cal: 1st Justin Williams, 2nd Mark Paine

Class 21 – Public Choice: 1st Donato Anastasia (Seat Leon Cupra), 2nd Kate Mew (Notchback)

Late custom Bugs are usually pretty thin on the ground at shows, so we instantly pounced on Colin Springle and his Fiat Abarth Grey '74 1303S. The car originally belonged to his dad who parked it up in a garage 30 years ago. Since recovering it, Colin's done a full rebuild, fitting a 1776cc twin Weber'd engine in the process

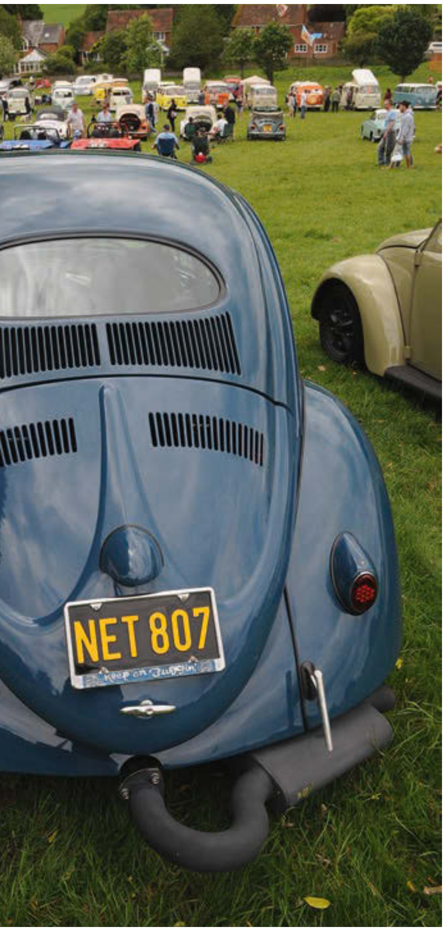


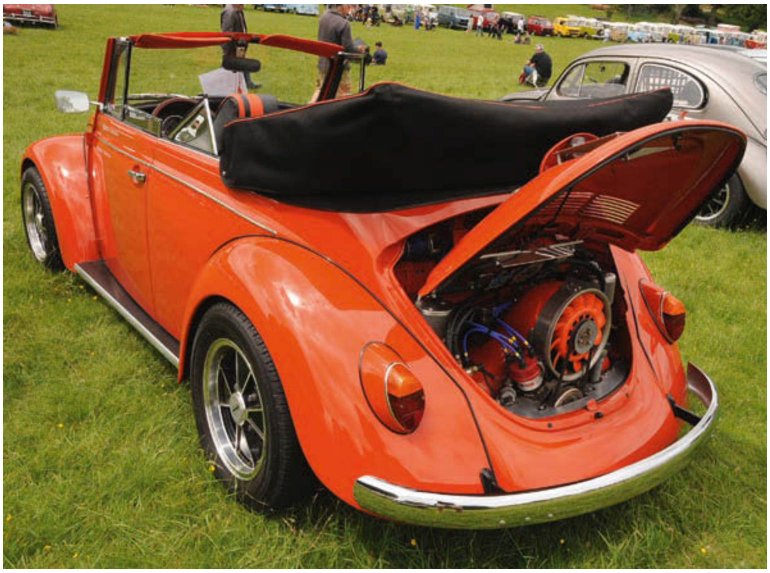
It took Richard Tweedle four years to make this fab model Bus, based on a 8mph mobility scooter framehead. The pre-made glassfibre 'shell is based on a '63, so he's had to back date it to match his own '61 Bus



A big thanks to Declan Simmonds for showing me the Beetle he's tastefully fettled over the last 25 years and the original Stevenage Volkswagen Club sticker displayed in his rear side window

This Oval had everything going on. If it's yours, please let us know at volksworld.ed@kelsey.co.uk





Simon Preston's Clementine Orange 1970 Cabriolet was a US import but it's been restored three times since arriving on these shores. That's a 2.2-litre in the back with twin 45 Dellortos and 170bhp (allegedly)

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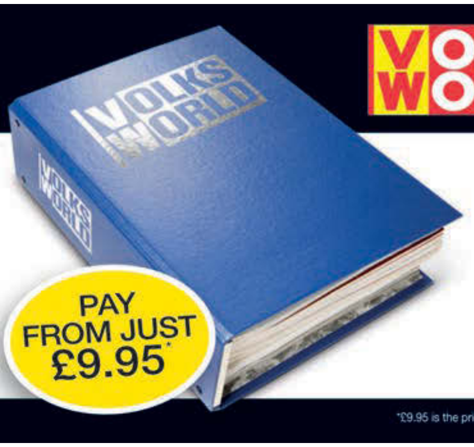

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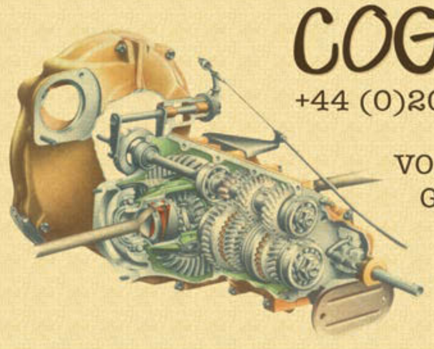

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Get your Ghia

Psst! What's the best kept open-secret in the classic VW scene? You've got it – it's a Ghia. Here's how to get sports car looks with VW running costs

Words and photos James Peene

As the old saying goes, inside every VW owner there's a Porsche owner trying to get out. It's kinda hard to deny and goes some of the way to explaining why so many of us pay through the nose to 'upgrade' to an air-cooled Porker. Trouble is, the price of early Stuttgart tin has gone through the roof and disappeared into the wide blue yonder. So what do you do when you want to keep it air-cooled, but drive something a little more exotic? The answer is obvious; you turn to the thinking man's sports coupe, the Karmann Ghia.

We've been banging the drum for the Ghia for years now, and it's still a complete mystery to us why so few of you, and the rest of the classic car world, have taken them to heart as much as they deserve. What are you playing at for heaven's sake?

> "Exclusivity is seldom this affordable or stylish"

Take a minute to think about it. What's not to love about a Ghia? You get an Italian designed body that was built by hand in Germany and uses the same affordable and robust mechanicals as a Beetle. Few people outside of our world know what it is when they see one, and the chances of spotting another coming towards you as you drive down the road are pretty darn slim. Exclusivity is seldom this affordable or stylish.

Upper hand

Adverts from back in the day described the Ghia as 'The Volkswagen for people who don't like Volkswagens' and as a 'sensible sports car' but detractors labelled it the 'housewife's Porsche' and 'the world's slowest sports car.' But that was then and this is now, and by reading *VolksWorld*, you'll know that you can buy anything you need to give your VW Porsche performance if you really want to.

CALIFORNIA
ANK 334G

The Karmann Ghia was always the thinking man (and woman's) VW. You had to dig a little deeper in your pockets to own one because each and every example was built by hand and therefore expensive to make. That's because, unlike the Beetle, the Ghia' s body was made up of complex panels that were welded together by skilled sheet metal workers in Karmann's Osnabrück factory. Some four meters of welding went into assembling them and each and every seam was lead loaded and hand finished to create those swooping, elegant lines. At its launch at the Frankfurt Motor Show the Ghia cost 7,500DM compared to a Deluxe Beetle's paltry 4,700DM, so it was always the expensive choice.

Which one?

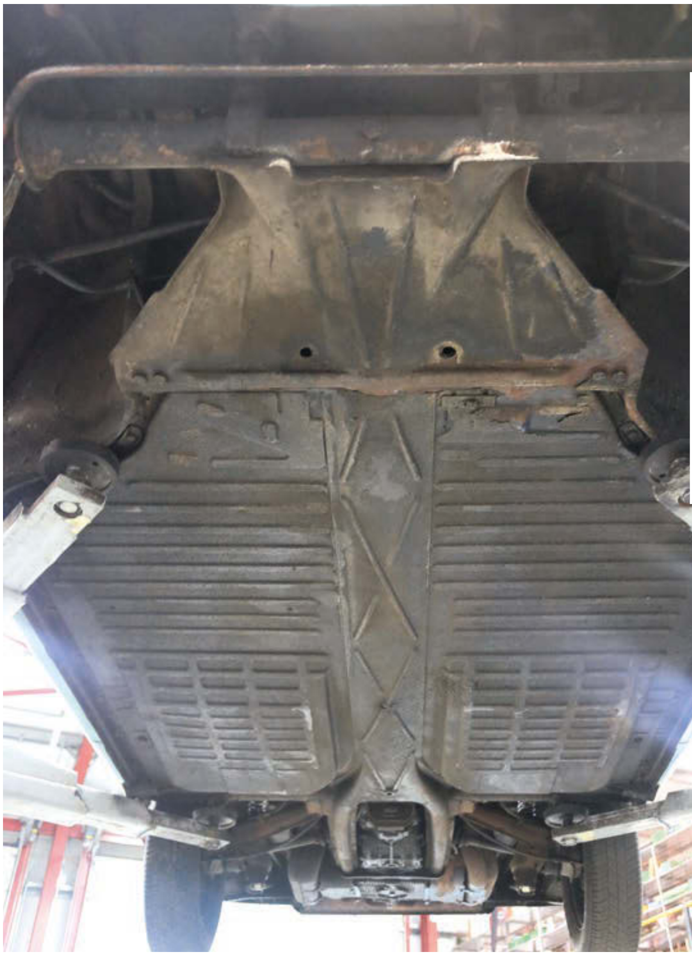
Given the designation Type 14 by VW, the Ghia had a production run spanning 19 years (1955-'74 for the Coupe and 1957-'74 for the Convertible) and whilst we should also mention the other Ghia, the Type 34 Razor Edge, that's an entirely different kettle of fish, so we won't go into any details of that here.

There are lots of little detail changes that the Ghia cognoscenti can, and will bore you with, but the big ones occurred in 1957, when the first Convertibles went on sale, August 1959 (for the '60 model year) when the front headlights were moved 45mm higher up, the nose grilles and rear lights were redesigned (signaling the end of the Low Light era) and 1970, the year that saw the addition of wrap around turn signals and larger tail lights. Worst of all (for aesthetic reasons) 1972 saw the Ghia gain square bumpers in order to comply with US crash legislation. Even the most diehard Ghia lover will admit earlier cars are the prettiest, even if they aren't the most technologically advanced, but then you'll be buying a Ghia for how it looks anyway, right?

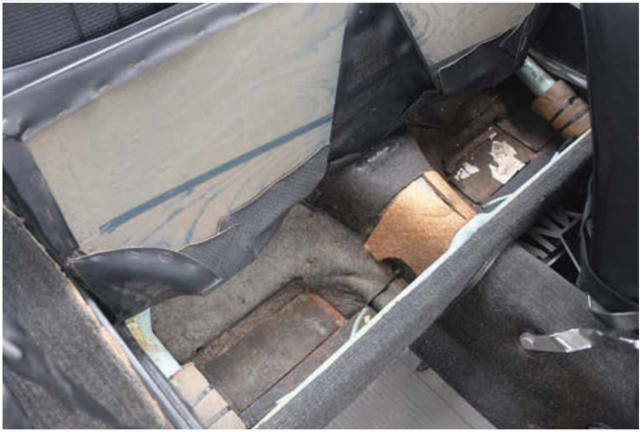
Bodywork

With some 360,00 Coupes and 80,000 Cabriolets produced, there are still a lot of Ghia's to choose from. Mechanicals are cheap to repair, whilst the hand-formed bodywork is not. Parts are really hard to come by and restoring a rusty Ghia is not for the faint of heart or light of wallet. Your best bet is to find one that's lived its life in a dry climate and retains as much of its original fittings and trim as possible, because finding good bumpers, nose grilles, lights and side trim will soon add up. As a rule of thumb, everything that is specific to a Ghia is going to cost a lot, everything that is Beetle-based, not so much, so a good, solid car with tired mechanicals is always going to be a better bet than a rusty one that runs and drives. Most of the examples you'll come across are going to be US imports, but that doesn't mean they're going to be rust free. Examine any potential purchase very carefully, looking not just for rust, but signs of accident damage and filler that could be hiding bodged repairs. A car with original paint is going to be a safer bet than something with fresh shiny paint that could be concealing filler, rot and shoddy repair work.

Floorpan



< ∨ Don't be afraid to lift the back seat and climb underneath to check the floors

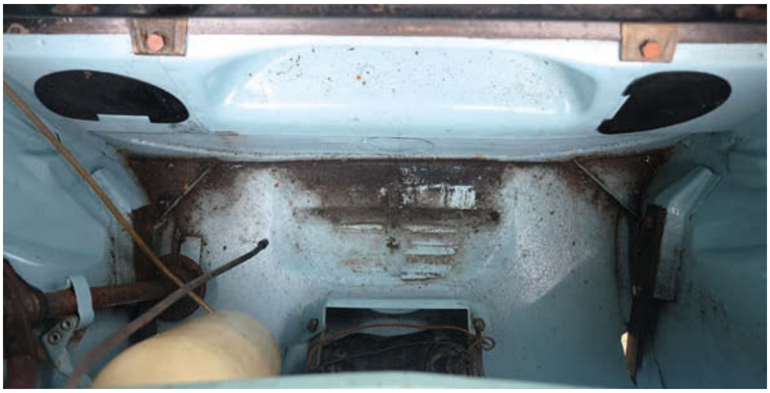


When window seals dry out, water gets in and sits on the floors, which are specific to Ghias. Have a poke around underneath and check the condition of the frame head, Napoleon's hat, jacking points and corners. Essentially, everything that can go south on a Beetle 'pan will do the same on a Ghia. Replacement panels for the KG aren't always so easy to come by, but companies like Klassic Fab are now making repair sections for them. At the time of writing, we couldn't find any of their funky green floor sections in the UK, but VW Heritage had some replacement 'pan halves in stock and they would set you back £150 each plus, of course, you'll have to fit them, or pay someone to do it. So, for that reason, it's best to buy a car with a solid floor if you can. As ever, you don't really want a VW that's had its body welded to the 'pan so check carefully for previous repairs. Don't forget to lift the rear bench to check for holes, just like you would on a Bug.

Front end

The Ghia's nose usually hides a lot of filler, so check its profile carefully

The sharp end of a Ghia can come in for a lot of abuse over the years. Rust around the headlight bowls is depressingly common so look for bubbles and flaking paint. The nose is often dented and dinged, so again, check for damage here and corrosion around the 'nostrils'. Remember, these cars were put together by craftsmen who knew what they were doing. Each nose was made up of five different panels that were painstakingly welding together and finished by hand. Replacement noses are rare and therefore expensive, so repairing a damaged or rusty one will require the same level of expertise unless you want your car to look pony. Likewise, the bumpers. You don't want to pay for replacing buckled or missing bumpers, as you'll have to track down good second-hand replacements, as reproductions aren't available. Also, open the bonnet and remove the spare wheel. There should be a tray the wheel sits in down by the horns. It's a water trap and is often rusty or missing altogether.

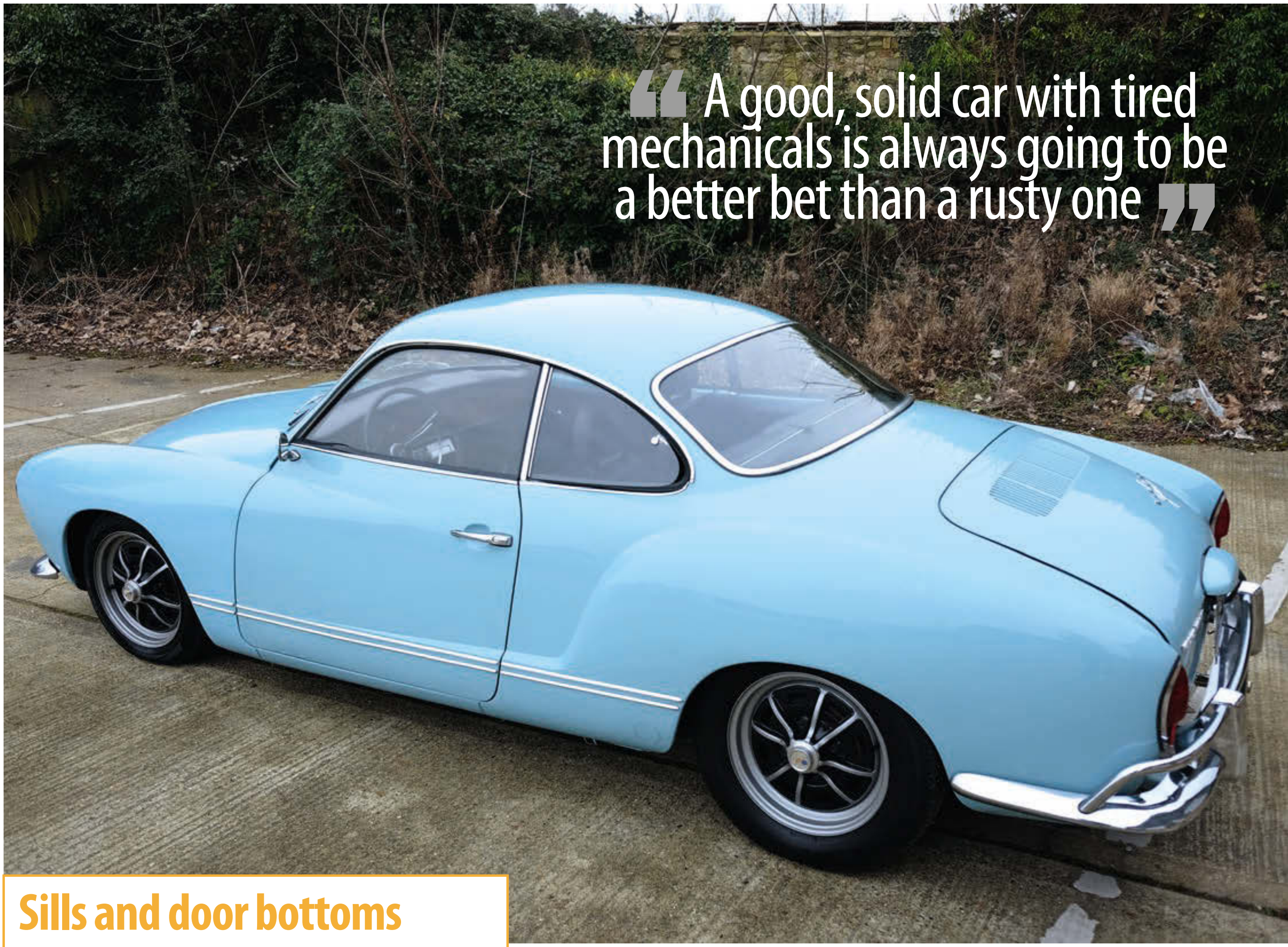


Spare wheel well is a notorious rust trap and it's not easy to repair properly

Front wheel arches

Sadly, the Ghia came with a number of built-in water traps. Have a peep inside the front wheel arches. Dirt and debris collects on top of the headlight buckets and eventually they rot out. The same goes for the fresh air ducts and the front lower quarters and top seams. Dirt sits on them and rust surely follows. Also, behind the front wheels there's a metal splash panel that is held in with a screw and has a rubber seal to keep the muck out. Over time, this perishes and moisture collects behind the panel and silently munches away at the metal.

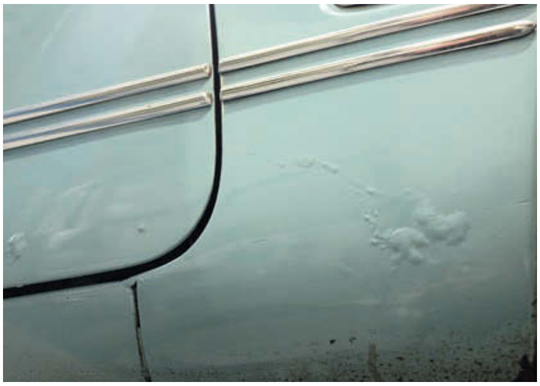
> “The Volkswagen for people who don't like Volkswagens”



> “A good, solid car with tired mechanicals is always going to be a better bet than a rusty one”

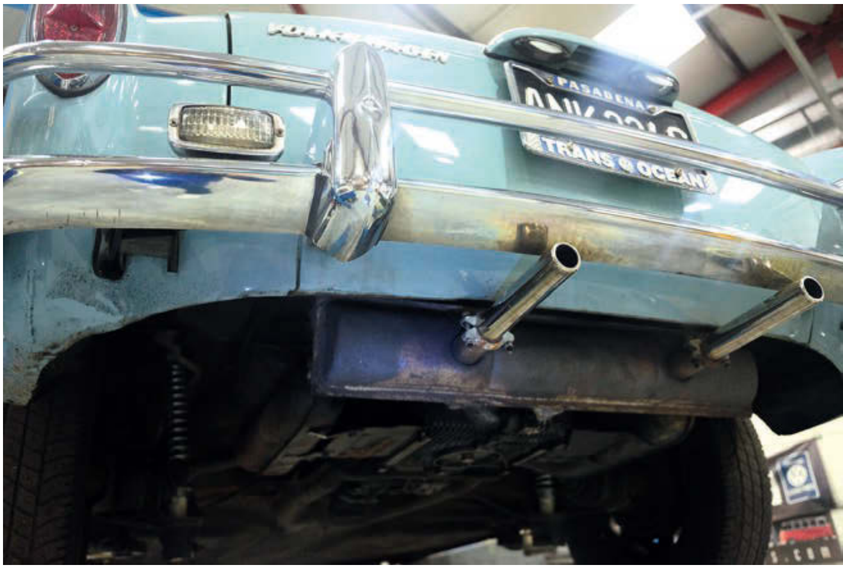
Sills and door bottoms

Look for bubbling in the bottoms of the doors. When the drain holes become clogged the water that gets past the rubber window seals makes its own way out. Again, you can't buy new replacements, so you'll have to repair or track down a used replacement for a rusted out door. Whilst examining the door bottoms take a look at the sills. Bubbling is bad. As are missing seams and filled over torsion bar covers, which are a sure sign of bodged repairs. The side moulding trim is often damaged or missing, and is made up of a lot of little parts. If it's missing it usually means a car has been repaired and they haven't bothered to replace it.



Rear wings

Much like the fronts, rear wings turn frilly over time. Especially the arch lips and lower quarters. The areas around the bumper hangers are often kippered, but at least repair sections are available.



Mechanicals

You're in luck now because everything here is the same as on the Beetle. Being the flagship model, the Ghia got everything at the same time or slightly before the Beetle and Type 3 were updated, so there are link pins and drum brakes on earlier models and four-bolt front discs and ball joints on later cars. Type 14 Karmann Ghias had torsion bar suspension and all of the Beetle components can and do wear out, but are easily and cheaply replaced. Play in the king and links or worn ball joints is common, especially on excessively low cars. If you can fix a Beetle you can fix a Ghia, and for the same costs. It's all part of the genius of this car.

Bonnet and engine lid

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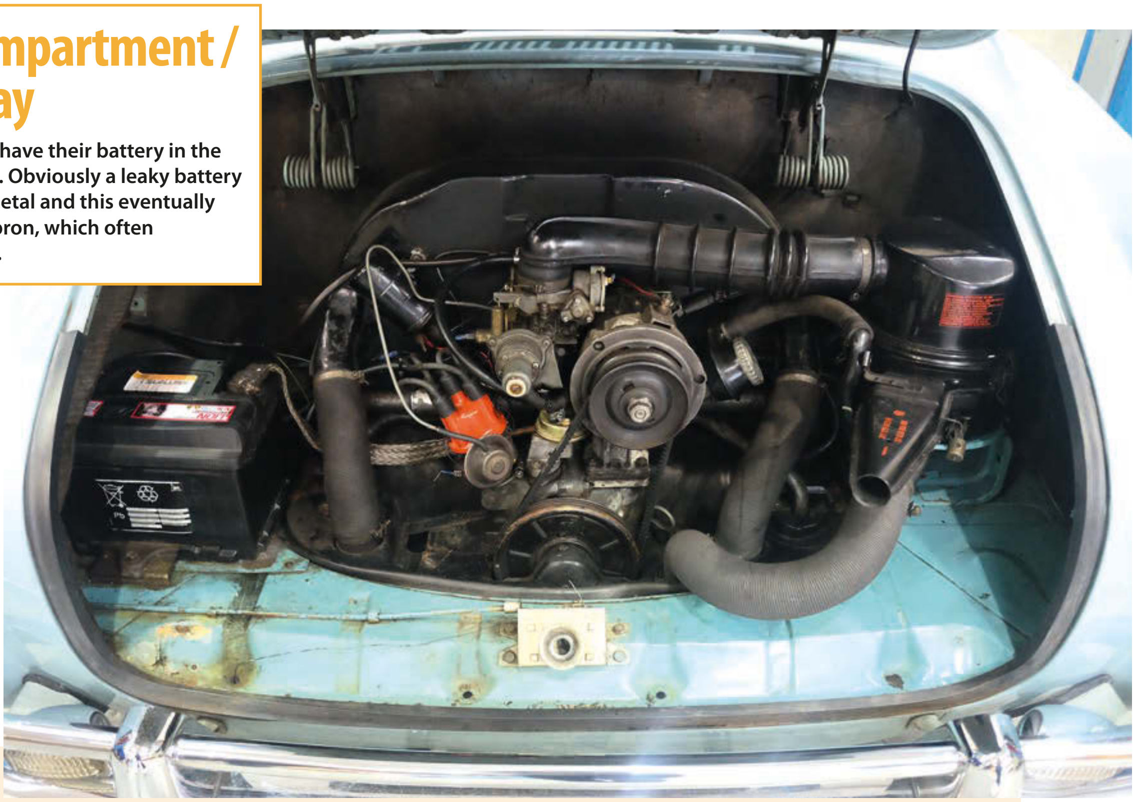
Bonnets are often rusted along the leading edges. This is because they are double-skinned and moisture becomes trapped between the two skins. You'll have to repair or source a replacement panel. The same goes for the engine lid. Water, heat and debris plays merry hell with the trailing edge/bottom of the deck lid and bubbles, cracks in the paint are all too common.

Engine compartment / battery tray

Unlike Beetles, Ghias have their battery in the engine compartment. Obviously a leaky battery leads to rusted-out metal and this eventually spreads to the rear apron, which often resembles a colander.



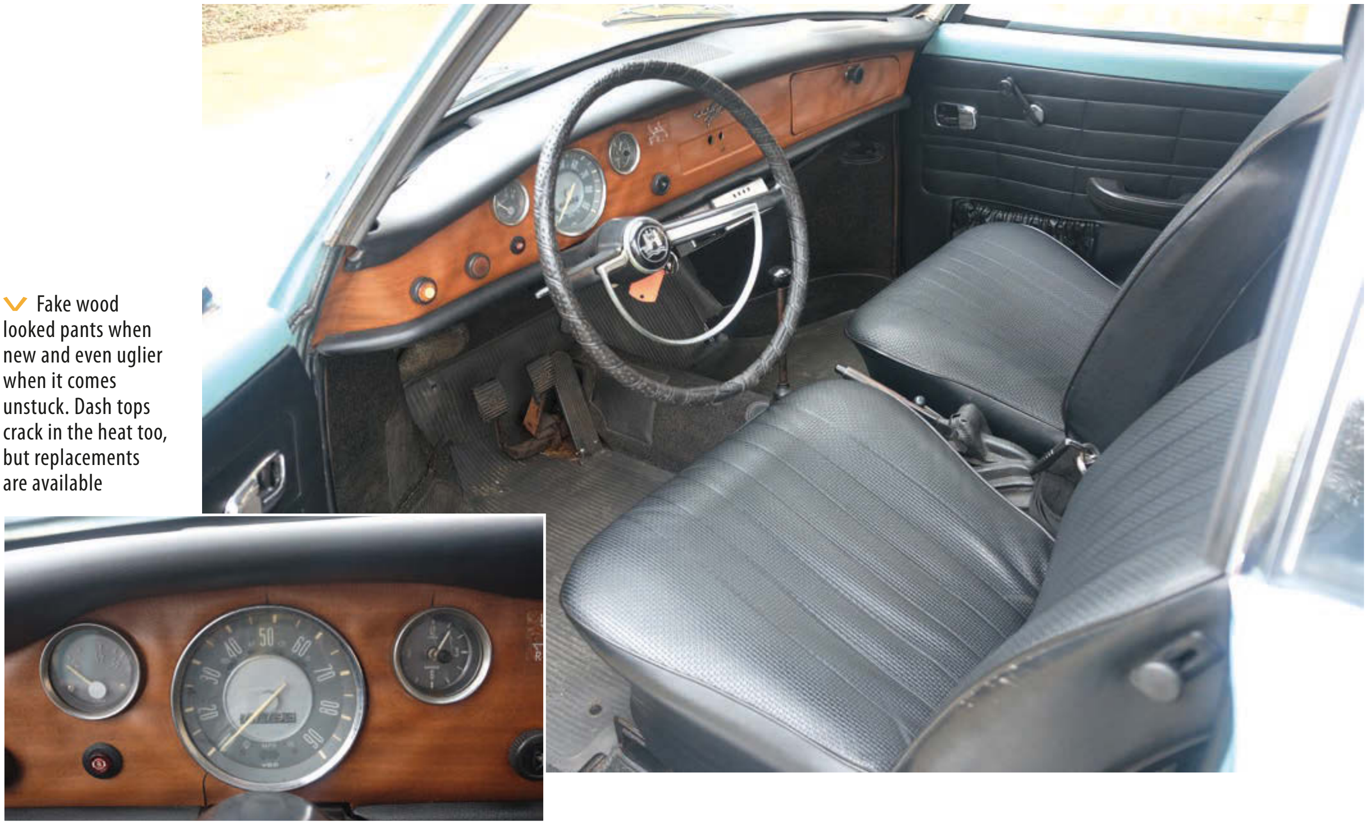
Engine and gearbox

Once again, these are the same as the Type 1. Early cars came with 1200cc and later cars 1500 and then 1600cc. Better still, you have plenty of space in a Ghia's engine bay to get to everything, which makes them ideal candidates for big motors and twin carbs. Basically, if you have the means and inclination, you can blow away the 'housewife's Porsche' stigma once and for all. If you're not that way inclined, stock is great, just make sure everything is how VW intended. Missing tinware and hoses will do an engine absolutely no favours. As with any air-cooled VW, check the condition of the fuel lines. Ask when it was last serviced, as that's always a good indication of a caring owner. Ignore the old chestnut "all old VWs leak oil," they don't and they shouldn't. A little drip from the oil strainer or a leaky rocker cover is one thing, a kippered flywheel oil seal is something else. You don't want an engine that billows out blue smoke, nor do you want one with any end float, so give the bottom pulley a yank and check for any movement. Should the worst happen, you can buy a replacement long block from the likes of The VW Engine Co. A recon 1200 unit would set you back £1,044 whilst a big bore 1641cc would be £1,349. If you wanted reliable extra pep they can build you a 1776c for £1,695.

Gearboxes are four-speed manual, but you could also order a semi-auto version, A.K.A, the Auto-Stick, which had no clutch but allowed you to change gear as usual. A micro switch in the lever engages the clutch whenever you place your hand on it. Clever stuff, but not very desirable truth be told, although they do crop up from time to time on US imports. All gearboxes are pretty robust units, but one that jumps out of gear is on its way out.

Interior

Early Ghia interiors are a thing of beauty and a wonderful place to be. The sun wreaks havoc on cloth upholstery, dash tops and steering wheels, but you can buy good quality repro interiors now. Returning everything to factory spec can be an expensive exercise though, and although there aren't a lot of instruments in the dash, make sure they're all there, especially the clock. On the subject of dashboards, later cars came with a fake wood covering that looks cheap and nasty and comes away from the metal work over time. Replacement coverings are easy to come by, but they don't look as splendid as an early, metal dash.



Fake wood looked pants when new and even uglier when it comes unstuck. Dash tops crack in the heat too, but replacements are available

Behind the wheel

What are they like to drive? Just like a Beetle. What did you expect? Don't let the sporty bodywork fool you; as soon as you turn the key of a stock Ghia you're in no doubt you're in Beetle territory. The same familiar air-cooled thrum behind you, finger light steering and regular gearshifts to keep up with traffic are all par for the course. If you like driving a Bug, you'll love driving a Ghia. They get bucket loads of attention on the road and you'll have to get used to explaining to people that it's not an Alfa Romeo or exotic Italian, or a kit car for that matter (yes we've even been asked that). The only aspect some people take issue with is the slightly offset driving position, with the pedals pointed towards the middle of the car. It's never bothered us, but we have heard the odd person say they don't like the seating arrangement. Oh, and don't expect to carry much in the way of passengers and luggage. The front compartment isn't especially useful although the bit behind the rear seat comes in handy, and the rear seat folds flat.

KARMANN
Ghia

Karmann Ghia
VOLKSWAGEN
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Buying from abroad

The lion's share of Ghias went to the US, where they were especially popular, so it stands to reason that's where the pickings will be strongest now. This in itself is no bad thing, because we'd rather pay shipping and handling costs than pay to restore a rusty car. Spend a bit of time trawling through the classifieds on thesamba.com and you'll find any number of cars to tempt you, but be careful, there are a lot of wagged up old dogs hiding behind shiny paint. Cars always look better in photos than they do in real life, so make sure you request a lot of pictures and always try to buy from a reputable source / someone you know and trust. If you absolutely must have a right-hand drive Ghia, they were produced from 1959 until the end. Not many were sold in the UK, so if you find one of those and can't trace its UK origins, then it's likely to have come in from South Africa. If so, there's every chance it's had a rough life, and like a great many cars from the US, where the MoT is unheard of, they're ran on a shoestring and repaired as and when necessary. As with any car, take your time to find a good one. Buy the best one you can afford, it'll be cheaper in the long run. We promise.

> “we found a tidy looking '71 US import being advertised for £10,000”

How much?

We hate this question. You can pay as little or as much as you want for a Ghia. The great news is they're still under appreciated in the classic car scene. Surely it's only a matter of time before everyone tires of paying through the nose for Porsches and cottons on to the Ghia? For now, it's really only the Low Light models and top condition '60s examples that attract big sums of money. We turned to the best source of VWs for sale on the planet, thesamba.com and found we could spend as little as $2,000 (£1,500 with the current exchange rate) for a '73 Coupe that needed a bit of body and mechanical work. Around $10,000 / £7,600 would buy a nice looking '60's example, which again, would need a bit of love to see it fit for UK roads, and the most we could find to spend was £32,000 for a fully restored, show winning '69 Convertible that was already in the UK. Remember to factor in fluctuations in the exchange rate and another grand for shipping. If you don't like buying from abroad we found a tidy looking '71 US import being advertised for £10,000 and a recently restored '67 for £25,000. Buy the right one and a Ghia is the air-cooled bargain of the century. Snap one up before everyone else does. ■

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Next month...

Here's what's coming up in the September 2017 issue of *VolksWorld*, on sale Friday 28 July

Chapeau!

Debuted at Sandown Park, this fully restored 1955 Karmann Kabriolett Beetle from France was a real contender for Best of Show. We tell its story...

Fixing the fixes

Andy Tonks uncovered a Pandora's Box of bodges and bizarre 'fixes' when restoring this now stunning '67 Beetle

Cream dream

Sam Brader has a long and distinguished history of rescuing old VWs. And with a heartfelt Australian connection, this Beetle allowed his dreams to take flight

Better all the time

This 1963 eBay find was in pretty good shape to begin with, but that didn't stop the new owners spending the next three years making it even better

Don't miss it!

Loss limitation

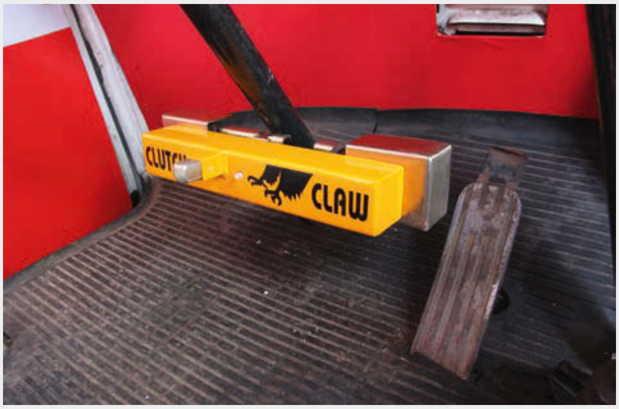
Classic VW theft is becoming depressingly common, so here are the best ways to help reduce the risk of your car being snaffled

Words and photos Rob Hawkins

The theft of classic VWs is becoming increasingly worrying, especially now that values have soared and there's money to be made. But sadly, there's no straightforward answer to protecting your vehicle and no 100% thief-proof method of ensuring it cannot be taken. Instead, there are a number of ways to make pinching it more difficult, the most popular of which we've outlined over the following pages. Cut-off switches, locks, alarms, immobilisers and trackers are some of the options worth considering. Many are quick and simple to install, and most can be fitted yourself. However, there's no single device that provides the best, most foolproof measure to combat theft which is why we recommend fitting several at the same time. A scattergun approach, if you like.

Thieves will often do their homework in an attempt to figure out how to steal a vehicle. Visible deterrents, such as a lock and a flashing immobiliser or alarm will help to put them off, but they may then consider trying to tow the vehicle away. A security post at home can help here, along with a tracker that alerts you via your phone if the vehicle is moved. ■

PEDAL AND STEERING LOCKS



A physical lock on board a vehicle that prevents a thief from driving it acts as an effective visual deterrent. Independent tests have often shown that many locks are possible to break, but the time required to do this is hopefully sufficient to put off a thief. Steering locks begin with basic ones, such as the Stoplock, which costs £39.99 from Halfords. There are also full-sized disc locks for steering wheels, which aim to make it more difficult to turn the steering.

Noisekiller (www.nkgroup.co.uk) has recently launched a pedal lock, known as the Clutch Claw, which fits over the brake and clutch pedal on Splits, Bays and T25s with prices ranging from £105 to £115 including UK delivery. The two-part lock is clamped over the pedals, making them impossible to operate. The lock where the key is inserted is hard to reach with an electric drill and there's a flashing LED to help thieves spot the lock at night, which will hopefully put them off.

TRACKERS

If the worst happens, and your car's stolen, a tracking device will be one of the most effective methods of getting it back. Many use a satellite or mobile phone signal to identify their location and several devices are a DIY fit, requiring power from the vehicle's battery, although most have a battery backup as well. Obviously the tracking device when installed needs to be hidden out of view.

There's more to most trackers than merely locating a vehicle in the event of it being stolen. Data such as the vehicle's speed, distance covered and route can be collated and displayed online via a map. Alerts can be triggered if the vehicle leaves the country.

Skytag's tracker device is smaller than a computer mouse and contains a GPS chip that can pinpoint its location on the planet to within 5m. The device also contains a module that communicates this position to Skytag via the GPRS data network – so they know exactly where your vehicle is in the event of a theft (their record for recovering a vehicle stands at 11 minutes). Powered by the vehicle's battery, but with an in-built battery that lasts for up to three days, Skytag provides a range of protection and alerts, such as notifying you (text, email or phone call) if the vehicle is moved at night. Prices usually start at £249.99 for the Skytag tracker and a three-month subscription (monthly subscription is £6.99-£10.99 afterwards), but we've negotiated a 50% discount on this initial purchase for *VolksWorld* readers, so you lot only pay £125. Call 08453 886062 or visit www.skytag-gps.co.uk and quote the discount code 'volksworld'.

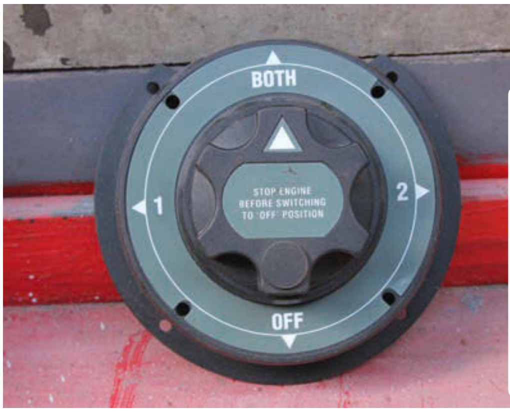
BATTERY CUT-OFFS

A battery isolator or cut-off switch is an effective means of cutting off the electrical supply for a VW, so if thieves break into it, they will need to reconnect the electrics to start the engine.

There are a number of different types of battery cut-off switches, the simplest being a quick release battery terminal, which can be lifted up to disconnect it from the battery. These are available for both the positive and negative terminals – a negative/earth connection is more suitable here as there is less risk of creating sparks when disconnecting the terminal. Budget for around £5 for one of these. A similar quick release terminal is one which has a screw type switch attached, so the terminal clamp doesn't need to be released. Instead, a screw mechanism quickly connects or disconnects the connection without having to physically remove the terminal from the battery. This is much safer than one that lifts off because there is less risk of sparks, but it usually costs a little more at around £10.

Another popular cut-off switch is one with a red plastic T-shaped key that is twisted to connect or disconnect the electrical supply to the battery. The cheaper versions of these cut-off switches at around £5 are only suitable for the earth terminal, whereas the more expensive versions at around £15 can be connected to the positive or live side and include bypass connections for clocks, fridges and other equipment that need to keep operating.

If you are considering buying a battery cut-off switch, check whether it can be fitted to the positive or negative terminals of the battery. If you have a leisure battery fitted in addition to the vehicle's battery, then you may discover that a cut-off switch fitted to the negative or earth lead of the vehicle battery doesn't do much because the charge will still be taken from the positive side of the vehicle battery and fed back to the negative side on the leisure battery. It may not be enough to start the engine or drain the battery, but it will defeat the object of isolating the vehicle battery. So in this case, you will need to either fit cut-off switches to all battery terminals, or use a combined switch.



Battery Terminals
Quick Release

ALARMS AND IMMOBILISERS

There are a range of universal alarms and immobilisers available, with prices starting from as little as £20. Alarms can be quite sophisticated, detecting a drop in voltage when a door is opened or an interior light is activated, for example. Others can detect motion inside a vehicle or general movement. The cheapest alarms appear to sense motion and most are powered by the vehicle's battery. However, there are also some interesting anti-theft locks and alarms for motorbikes, which can also be used for vehicles. The Oxford Screamer from Halfords (priced at £32), for example, is designed to be locked to a motorbike and its alarm is activated if moved – a key switches off the alarm and allows it to be taken off. This can also be used in a vehicle and locked around something that prevents the device from being removed. Aftermarket immobilisers can be fitted to prevent the engine being started which, in the case of an air-cooled motor, may prevent the starter motor turning, power being delivered to the coil or some other means. It's effectively a hidden switch, which suggests that a DIY approach is possible. However, the alarms and immobilisers from the likes of Cobra and Thatcham offer a much higher level of security and can be fitted to classic VWs. Prices start at around £200.

Easy Fit Car Alarm
NIKKAI
ARM DISARM
ARM DISARM

Even if your budget is small there are still options you can explore

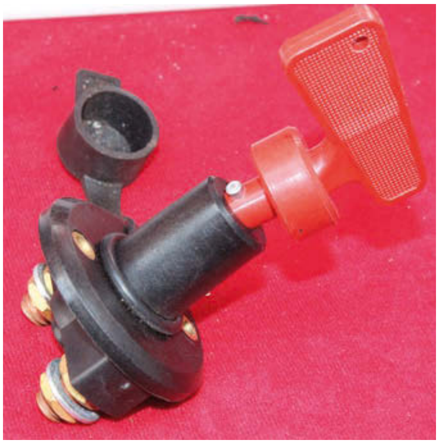
OXFORD
Screamer
Attack Activated Alarm Disc Lock
OXFORD

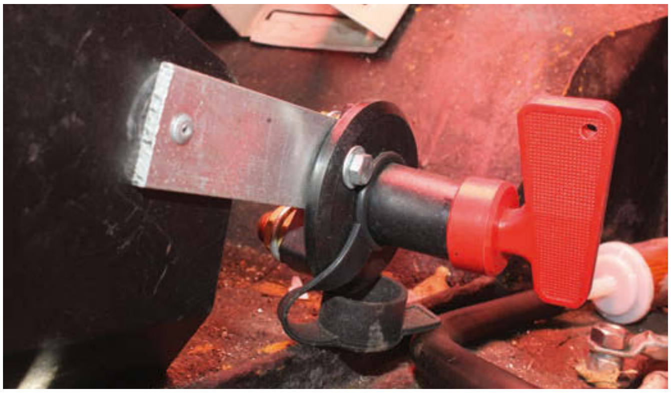
The Oxford Screamer, available from Halfords for £32

Fitting a battery isolator

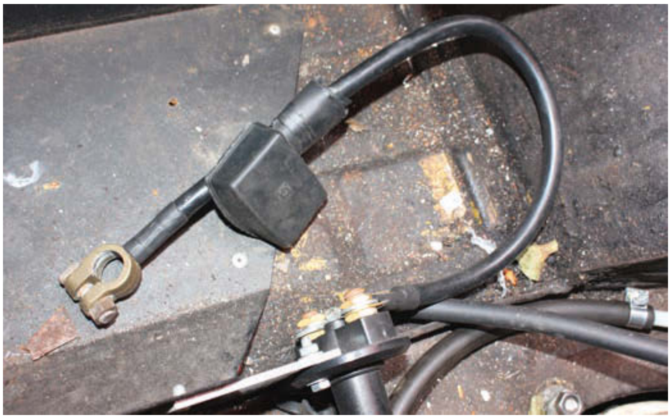
The following steps show how to fit a battery cut-off switch to the earth (negative terminal) on a battery. You'll need a crimping tool and connectors, some screwdrivers and a few spanners or sockets.

01 CUT-OFF LOCATION First, decide on a location for the battery cut-off switch. It needs to be easy to access and straightforward to route the relevant wire from the battery to it. Make sure the cut-off switch is not visible from outside the vehicle, so thieves cannot see it

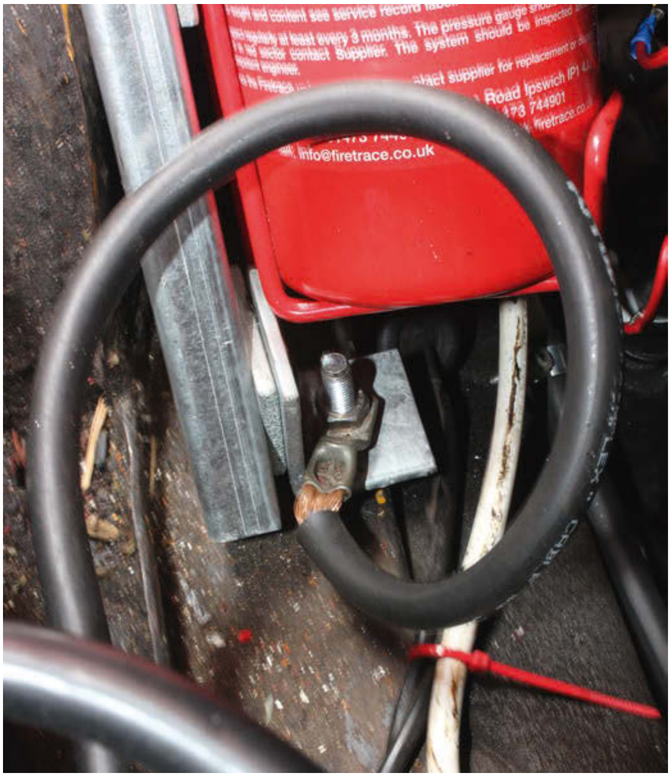




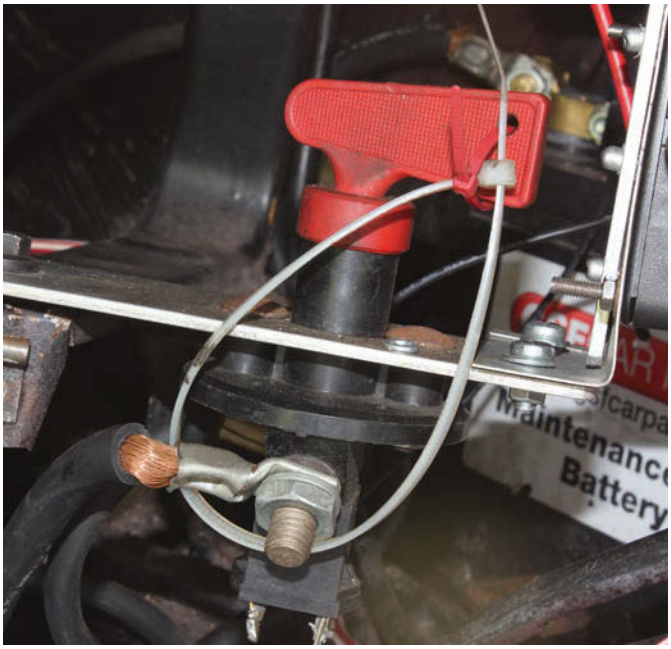
02 MOUNT THE SWITCH Mount the cut-off switch direct to an existing panel or via a bracket. There needs to be space at the back of it to be able to connect the battery cables and ensure there's no risk these cables can earth to a metal part of the bodywork, which will defeat the objective of the switch. A mounting bracket is often the easiest solution



03 WIRING Fit a wire between the cut-off switch and the battery. This must be substantially thick and fitted with appropriate connectors – a clamp or similar connection for the battery and a large eyelet connection for the cut-off switch. Use insulated wire that is suitable for connecting to a battery



04 EARTH POINT If the cut-off switch is for the earth (negative) side of the battery, connect a suitably thick and insulated wire from the cut-off switch to an earth point on the bodywork. Secure the cable to the bodywork with a nut and bolt



05 RED KEY STORAGE Where a red plastic key is used to operate the cut-off switch, consider where it will be stored when the battery is switched off. You may want to remove it and take it with you. If you intend to leave it in situ, tether it with a loosely fitted cable tie

PHYSICAL SECURITY

Whilst on-board locks can act as a useful visual deterrent, there's no stopping them towing your vehicle away. A lock around the wheels can help here, such as the Bulldog Euroclamp from Halfords at £82.99. If your vehicle is always parked on a driveway, then a post installed in the ground will also help. These are available from Noisekiller, with prices starting at £140.

USE COMMON SENSE

All these things will help prevent a tea leaf meddling with your motor, but there's some more obvious measures you can take to prevent it being stolen. If you are out and about, park it where you can see it, where it's most visible – not tucked out of the way up a back street. Likewise at home, if it's on the drive, park it under a window, and install a security light in case someone comes along while you are asleep. Better still, put it in the garage if you have one. Always lock your car. And here's the cheapest way to stop someone driving it away – take out the rotor arm or, better still, remove the steering wheel. Finally, here's a plug for the Stolen VW Register (find it on Facebook). Often, if a vehicle is snatched, the thieves park it up somewhere for a few days to determine if a tracking device is fitted. If no one comes, there isn't one. However, if someone reports a vehicle stolen on the register and a beady eyed fellow enthusiast spots it, then it can be recovered before the pilferers return for their spoils.

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BEETLE

1967, 69,000 miles, £5,450 ovno. 1500cc, black, one year only model, MoT to DEC 2017 & MoT history last 23 years, A lovely, unmolested, solid runnable classic, a real head turner (Sloping headlight model) . 07522 373362 (MC)

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1972, £8,500 ono. 1200cc RHD, Went straight through mot with no advisories. Very clean car, paint work and underneath. Tax exempt. Retro sound old school mp3/aux stereo. Immaculate inside and out. All interior professional done. Lowered, beam 2" off floor. 2" banded wheels on the back. 07904 126631 (RA)

BEETLE

1960, 124,000 miles. (6v) Arctic White coachwork / indicator semaphores professionally restored by 'beetlewerks' west Sussex. body-off rebuild. Immaculate condition throughout. New interior / mohair headliner. 12 months MOT, front disc brake conversion. Dropped front spindles. (tax exempt) full service history. 4no. previous owners. North Lincolnshire. 07788582195 / 01724 763566 (RA)

BEETLE

1979, £13,000 ono. Karman cabrio,white LH drive, new engine,restored to good standard. Staffordshire. 07929 998180 (RA)

BEETLE

1972, £4,500 Ono. 1200cc,good condition,white. Tax exempt, MoT Nov 2017. Staffordshire. 07929 998180 (RA)

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1973, £5,500. In great condition. BRM wheels. Yokohama tyres. Front disc brakes. Banjo steering wheel. In same family for the last 20 years. MoT 1 year. Tax exempt. Show ready. Clackmannanshire. 07947 816938 (PB)

BEETLE 1300

1971, 44,000 miles, £13,500 ono. All original paint and in immaculate condition inside and out. This car drives like brand new!Doors shut like brand new! All original stickers still present. Keys are unworn. Foot pedal rubbers are unworn! All seats are like new. Comes with original steel wheels. 01702 528450 / 07710 462466 (RA)

BORA 130 TDI HIGHLINE

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CARAVELLE

1996, 104,000 miles, £13,000. Mobility vehicle converted from new, 2 owners, fully serviced, no expense spared, 4 Michelin tyres, new belts, battery, very unique. Devon. 01822 841210

CARAVELLE 2.5 AUTO

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£950. In tornado red, 1.6 litre, nice solid example, new MoT. This car would suit an enthusiast for the VW/Audi marquee. This golf has no heater or radio cassette player. High mileage-hence this low, no offers price. lauramcd79@hotmail.co.uk

GOLF DRIVER MK II

1990, £950. Tornado red, brand new MoT, sound body with no welding, high mileage. Would suit an enthusiast for the VW/Audi marque, Wanted: Austin Fairway black taxi with MoT. Call after 6 p.m. Northamptonshire. 07941 803765

GOLF GTI

2002, 112,900 miles, £5,800. Black, number 13, lovely condition. Re-mapped by PSI Tuning. New clutch and dual mass flywheel, 2 new rear springs, 2 new front wishbones, 2 new track rod ends, recently detailed and long MoT. Staffordshire. 07976 943130 (RB)

GOLF MK1

1982, £2,500. 3 dr tintop project, 1.3nz engine fitted(not wired) Gti interior, Coilovers, 16 in steel wheels. Good solid body. Cheshire. 07884 184279 (RA)

KARMANN BEETLE CABRIOLET

1969, 94,000 miles, £8,750. Professionally sandblasted, re-sprayed, no rust, no filler, vege engine 3500 milesNew seat covers, door cards, mats. Nottinghamshire. 07815 559485 (LH)

CAMPER VANS FOR SALE

CAMPER VAN

1980, 147,000 miles, £9,995 . 1984CC. Pop up 5 seater Bay window van has been in the family for 30+ years. Re-sprayed Electric Blue and White. Full year MOT from May '17. Recon engine 2010. Runs well but body work in need of TLC. North Somerset. 07794 779094 (RA)

CARAVELLE CAMPER

1983, £6,000. Replacement 1.9l petrol engine. New clutch, new tyres, new exhaust, resprayed. Fully equipped camper. 3 berth, gas cooker, WHB, radio, t/bar. 12 months' MoT. New awning. Dorset. 07971 385242 (PB)

LT.50

1991, 37,000 miles, £7,000. Lambourn Doublet. 5.5 ton. Coachbuilt horsebox. Plated till June 2017. No advisories. Day living, fridge, hob, grill. Lovely condition for age. Wiltshire. 07899 882450 (PB)

T2 CAMPERVAN

1978, 40,232 miles, £15,700. New MoT on sale. New respray, new interior, new pop top and cd. 240 hook up. A few spares, awning, toilet, two ring hob plus in very good condition. Essex. 07774 352879 or 01255 435705 (RB)

T2 EARLY BAY CAMPER

1972, 37,000 miles, £16,000. Superb condition. 1600cc Vege engine, new rag-top, ZIG unit, rock/roll bed, CD/MP3, original conversion, professionally and sensitively restored/retrimmed, tax exempt, service history, 12 months MoT. Surrey. 01932 784357 (LH)

T2 WESTFALIA

1974, £15,000. 4 berth. Orange/white. 1600. Coilover shocks. H/D antiroll bar. Towbar. Fiamma windout awning. New panels, paint, tyres, headlamps, battery, JK storage cover. Tax exempt. Owned 15 years. Hertfordshire. 01727 856586 (PB)

T25 CAMPER

1983, £4,000. Owned last 24 years. High top alloy wheel, body kit twin head lights. Leather front seats, one swivel. Tow bar hook up fridge, sink, bed. In need of some body work with spares. Lancs. 01617 641145

T25 WESTFALIA LHD

1987, 200,000 miles, £7,500. I imported the van from California in 2006. 2L Petrol Watercooled engine. Power Steering, air conditioning. Engine reconditioned @150K. All original interior and trim in v good condition. Pop top roof. Rare slot in double bench seat converting it from a 5 to a 7 seater. Serviced by local VW specialist, FSH. A reluctant sale due to garage space and growing children, must go to a good home, first to see will buy. West Yorkshire. 07875 299621 (RA)

T3/25

1989, £5,995. Devon 2x2 camper. MoT Sept. Petrol. Same owner for past 17 years. Original interior. Runs well, needs slight tlc. Kent. 01227 742415 (RB)

TRANSPORTER

1983, £4,000. T25 camper. High top. Owned last 24 years. Alloy wheels, full body kit, twin headlights, leather front seats, fridge, sink, bed. In need of some bodywork. With spares. Lancs. 01617 641145 (RB)

VOLKSWAGEN BAY CAMPER

1977, £15,000. Refurbished 3 years ago inside and out, 2l engine going well, brand new MoT, lovely van, first to see will buy, reason for sale need larger van due to health reasons, sorry to part with it. N Ireland. 07784 824133

VOLKSWAGEN EARLY BAY

1971, £Price offers around £16,000. very early Bay Window 7 seater, all with seat belts. It's recently had £5,500 spent on it including respray and engine rebuild. The back seats go flat into a full size bed. It's had a new rear bumper, wing mirrors, exhaust etc. 07730 533115 (RA)

VOLKSWAGEN EARLY BAY

1972, £29,995. Beautifully restored, 1641 twin carbs, stainless exhaust, lowered, new bespoke interior, full width bed, cooker, sink, fridge, hook up. Show quality bus. 07806 581102

VOLKSWAGEN BAY WINDOW CROSSOVER

Full bare metal restoration absolutely pristine. Recon 1600 engine and gearbox done 3k. New Dormobile roof. Receipts for over £20k. Long MoT. 07785 725903 (RA)

VOLKSWAGEN LATE BAY

1973, £8,000 ono. Moted and reliable runner.Tax freeDevon Poptop with bunks. Has most of the hard work done with all the welding done underneath. Just needs a lot of TLC which I don't have the time to do at the moment due to business etc. 3/4 rock and roll bed.cupboards and bike rack. Use it for the summer and then paint it over the winter. Monmouthshire. 07976 298578 (RA)

VOLKSWAGEN MYSTERY MACHINE

1989, £10,500 ono. Professionally converted 78PS Panel Van. Fitted out for fun or business. Sound and video.1915cc Petrol. New stainless steel exhaust. New tyres. Recent Service. MOT October. Kent. 07721 942732 (RA)

VOLKSWAGEN SPLIT PANEL

1961, £24,000. RHD, twinport, new engine, lowered, recent rolling road and idle set, good condition. Hand built interior, iPod stereo, tv, full width r&r bed. EMPI alloys. MOT till end of July, tax exempt. Somerset. 07341 446965 (RA)

VOLKSWAGEN TRIDENT T4

1994, 115,000 miles, £8,900 ono. Trident High-top campervan in good unrestored, unmolested condition. 2.4 litre naturally aspirated diesel has had four owners from new - It comes with all the original manuals and paperwork, loads of service history. It has recently had a minor service and comes with 12 months MOT. It has: gas, 240v mains and 12v DC electrics, fridge, cooker, Portapotty toilet, decent sized bed for two (rock-and-roll type), It's a high-top and at 6 foot 3 inches. 01832 270396 / 07794 550914 (RA)

VOLKSWAGEN TYPE 2 BAY

1967, £30,995. LHD, Recon engine/gear box, 1000 miles on engine. Mango Green, Seagull Grey fully restored inside and out, Sleeps 4. Very Reliable, Comes with awning, portable fridge, Stunning motor must see to appreciate finish. Surrey. 07790 939115 (RA)

VOLKSWAGEN TYPE 2 BAY

1979, £12,995. Just completed 12 month renovation including reupholstering and resprayed back to original colour. 27250 miles. Excellent condition with Viking roof - sleeps 4-6. 2 litre engine with new twin carbs and electronic ignition. Loads of history. 07843 430561 (RA)

VW T2 BAY RHD

1972, £11,500 Ono. MOT May 2018 regular service new brake discs tax exempt pop up roof. Good condition small areas of surface rust. Includes awning, window pads and cover. 07974 316653 (RA)

VW DORMOBILE

1972, £14,500. Solid, reliable, no rust camper. Orignal interior. R/H drive. 1 key all locks. Serviced twice a year during 10 year ownership. 5/6 berth. Roof rack included. Derbyshire. 07776 171933 (RA)

VW TRANSPORTER 5.1 T28

2011, 43,502 miles, £24,950. Fully converted with pop top, rock roll, Eberspacher, split charge, 240v, TV, Khyam awning, tow bar etc. Liverpool. 07919 380993 (RA)

VW WESTFALIA ADVENTURE WAGON

1969, £15,950 ono. LHD, Californian Import, 1.6, Rock and Roll bed, Electric Hook Up, MOT, Waxoiled, Service History.Solid Original Bodywork, Tax Exempt, U.K Spec Electrics, Serviced by VW Specialist. 07980 165243 / 01614 837405 (RA)

WESTFALIA VW CAMPERVAN

1973, £10,500. Owned for 15 years, many extras, large tunnel awning with double bedroom, specialist over winter cover and maintenance battery with zig unit. Ready to camp. Kent. 07746 546926 (LH)

PARTS & ACCESSORIES FOR SALE

GOLF GTI DRIVER'S SEAT

£25. Bought seat for lumbar support feature. Very good support. Year's use. Sold car with original seat. Grey material. Excellent condition. You collect. Essex. 01621 772588 (PB)

VOLKSWAGEN GOLF 20V TURBO ENGINE

£POA. In good condition. also Golf GTI engine. Ring for full details. Avon. 07510 171711 (GD)

VW GOLF GTI 1.8 ENGINE

£POA. In good condition. Bristol. 07502 032532

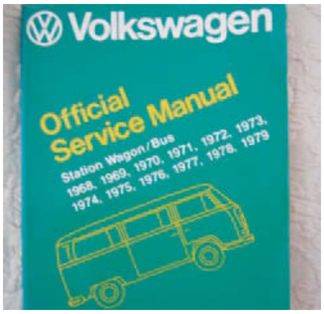
VW GOLF MK4 GTI

2002, £Offers. Breaking for spares. Buyer collects. Devon. 07759 913872

VW HEATER

£25. Booster fan with splitter pipe. From type 2 camper van. 12 volt, part no. VW 461261106. Yes it works! You collect. Essex. 01621 772588

VOLKSWAGEN OFFICIAL SERVICE MANUAL



£48. Type 2,station wagon/ bus,1968 to 1979,very clean white pages. 07399 359072 (RA)

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AKJ 2012 VW T2 DIAMOND only 5020 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, fridge/ freezer, sink, leisure battery, 240v mains hookup, underseal, heated windscreen, heated rear window, CD radio, raising roof and much more. **£36,495.** Ref: AKJ.

1972 VW T2, 101,886 miles, 1.6 air-cooled engine, authentic RHD Westfalia Conversion, fantastic condition throughout. Raising roof w roof-bed, sink & 4 belted seats. **£29,995**. Ref: 327k.

2014 VW T2 Danbury Rio 4 Seat SE, only 1,181 miles, 1.4 water-cooled petrol engine, 2 burner hob, oven, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof and roof bed to make 4 berth, alloy wheels & much more. **£44,995.** Ref: HDO.

1968 VW T2, 14,767 miles, 1.6 air-cooled engine, 1 previous owner from new, fully restored bodywork and original interior. Great condition. **£29,995.** Ref: 622F.

2002 VW T2 Danbury Rio 4 Seat Classic, 21,036 miles, 1.4 air-cooled engine, 2 burner gas hob, gas grill, fridge freezer, sink, leisure battery, mains hook up, heated windscreens, CD radio, extra side table, buddy seat & much more. Only **£21,995.** Ref: LLR.

2013 VW T2 5 Seat Classic, only 9,540 miles. 1.4 water-cooled petrol engine, custom camping interior, single portable camping stove, 12v fridge, sink, leisure battery, high spec CD radio & more. **£30,995.** Ref: XDM.

2009 VW T2 Danbury Diamond 5 Seat Classic, 48,643 miles, 1.4 air-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, CD radio with iPod connectivity, raising roof, roof bed to make 4 berth, alloy wheels & much more. **£30,995.** Ref: ACY.

2004 VW T2 Rio 4 Seat Classic, 46,250 miles, 1.6 air-cooled petrol engine, 2 burner hob, grill, sink, fridge, leisure battery, 240v mains hook up, raising roof, alloy wheels, power steering & more. **£29,995.** Ref: MFO.

2015 VW T2 VW Diamond SE, only 3,623 miles, 1.4 water-cooled petrol engine, 2 burner hob, grill, sink, fridge freezer, leisure battery, 240v mains hook up, alloys, chrome pack, roof rack, side step, POWER STEERING, air conditioning, CAT2 Alarm, bike rack, buddy seat, Freeview TV and much much more. *Private Plate Not Included* **£56,995.** Ref: 2071.

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Flying high

Robin Wager recalls a VW-engined entry for the Transatlantic Air Race

What do you think?

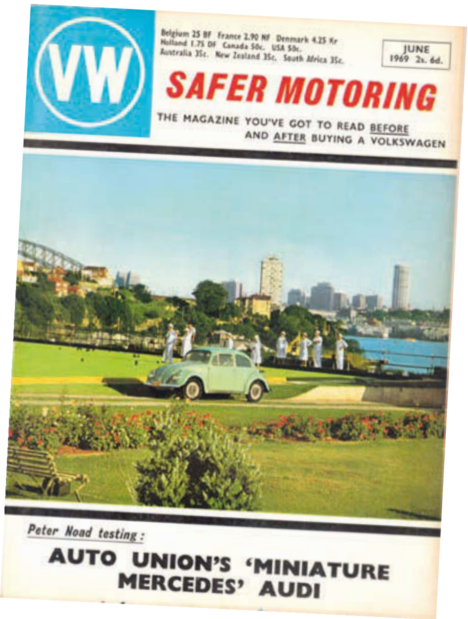
Got something you'd like to share with us? – email volksworld.ed@kelsey.co.uk

In the late 1960s, to commemorate the first direct crossing of the Atlantic, in 1919, by Alcock and Brown in a Vickers Vimy twin-engined biplane, the *Daily Mail* organised a race from the top of London's Post office Tower to the top of New York's Empire State Building, or vice versa.

One man determined to compete was airline pilot Mira Slovak, a Czech-refugee American citizen from Santa Monica, California. And just to add spice to the trip, he decided to make the leap from his usual Boeing 727 cockpit to that of what would be easily the smallest aircraft in the race – a single-seat Fournier RF4 'motorised glider' which he named Spirit of Santa Paula.

> "the engine purred like a kitten all the way to Reykjavik!"

For engine power, he would be relying on a VW 1200cc unit, perfectly standard except for carburettor and magneto. And, seemingly tempting fate once again, this engine was one Mira had salvaged from the remains of a similar light plane he had crash-landed at Santa Paula in California, at the end of a flight from West Germany the previous year!



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Peter Noad testing:

AUTO UNION'S 'MINIATURE MERCEDES' AUDI

June '69 issue reported on Mira Slovak's epic journey. Anyone identify the cover location?

Pictures by Tony Prime, with acknowledgements to the *Daily Mail*

Fly past

Opting to take the west-east crossing, our intrepid aviator would have to fly several short hops because of the plane's limited fuel range, while the flying speed of only about 80mph would stretch the air time considerably.

Taking off from New York, Mira's route took him via Teterboro, NJ; Goose Bay, Labrador; Frobisher, Baffinland; Kulusuk, Greenland; Reykjavik, Iceland; Stornoway, Outer Hebrides; and Prestwick. Not content with this staggered journey, he delayed the final leg to Biggin Hill airfield in Kent, with a surprise visit to wartime bomber base RAF Hemswell, where the Lincoln Air Show was in full swing, followed by a brief landing at Luton.

With a troublefree performance from the little VW engine, Mira emerged from his cockpit to report, "I've encountered everything from sunshine to snow, and flown between 2000 and 12,000ft, depending on the weather and terrain. Over Canada, headwinds cut my airspeed to just 55mph – even the cars below were passing me!"

In Greenland the only fuel available was a commercial grade normally reserved for generators but, he said, "after a little complaining the engine purred like a kitten all the way to Reykjavik!"

Next time you book your Virgin flight to the States, think about this man and his fragile looking VW-engined contraption

Headwinds cut air speed to 55 mph, but . . .

VW-ENGINED PLANE WINS £1,000 IN ATLANTIC RACE

HOW THE FLYER HIT THE HEADLINES

'Car engine' flyer makes it in 7 days

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Pictures by TONY PRIME are reproduced by courtesy of the Daily Mail

Travelling in style

A fitting ending to the remarkable seven-day flight was the last leg of the journey, from Biggin Hill to central London, when Mira was given VIP transport in a new 1500 Beetle provided by UK concessionaires Volkswagen Motors Ltd, suitably decked out with VW publicity livery.

And Mira Slovak's splendid feat was also marked with the award of a £1000 prize from *Daily Mail* associate the *Evening News*, for the best performance in an aircraft weighing under 500lb.

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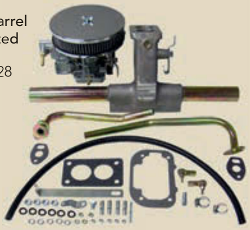

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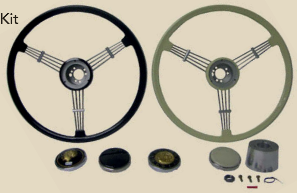

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